DRAFT

MEMORANDUM

TO: Wes Pringle, Los Angeles Department of Transportation

FROM: Sarah M. Drobis, P.E.
Emily Wong, P.E.
David Roachford

DATE: September 30, 2021

RE: Transportation Assessment for the
Revised 6360 Hollywood Boulevard Project
Hollywood, California **Ref:** J1730a

This memorandum presents an assessment of the 6360 Hollywood Boulevard mixed-use development (Project) located at 6360 Hollywood Boulevard (Project Site) in the Hollywood community of the City of Los Angeles (City). The Project's development program has been refined since the issuance of the Los Angeles Department of Transportation (LADOT) *Inter-Departmental Correspondence: Transportation Impact Assessment for the Proposed Hotel Development Project at 6360 Hollywood Boulevard (CEN19-48795)* (July 16, 2020) (LADOT Assessment Letter) for *Transportation Assessment for the 6360 Hollywood Boulevard Hotel Project* (Gibson Transportation Consulting, Inc., July 2020) (Approved Transportation Assessment).

The Project's potential transportation impacts in the Approved Transportation Assessment were evaluated in accordance with the adopted methodology and guidelines in effect at the time of the approval, *Transportation Assessment Guidelines* (LADOT, July 2019) (TAG). Since the issuance of the LADOT Assessment Letter, an update to the TAG was released in July 2020, which was further refined in *LADOT Transportation Assessment Guidelines Update* (LADOT, August 2021). The analysis presented in this memorandum was prepared in accordance with the latest TAG.

APPROVED PROJECT

The Approved Transportation Assessment reflected analysis of the Project land use program with 90 hotel rooms and approximately 11,000 square feet (sf) of restaurant space (Approved Project). The Approved Project would adaptively reuse the existing vacant building with the addition of six new stories. The Approved Transportation Assessment assumed full buildout of the Approved Project in Year 2022.

Parking for the Approved Project would be provided within an off-site parking facility. Operators would be on-site to facilitate valet operations from a loading zone provided along Cosmo Street. Pedestrian access to the Project would be provided along Hollywood Boulevard and Cosmo Street.

The trip generation estimates for the Approved Project were calculated using published rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). The application of *Trip Generation Manual, 10th Edition* rates is consistent with the study approach outlined in the Project Memorandum of Understanding, which was reviewed and approved by LADOT in November 2019. With the application of *Trip Generation Manual, 10th Edition* rates, the Approved Project was anticipated to generate 94 morning peak hour trips (54 inbound, 40 outbound) and 104 afternoon peak hour trips (60 inbound, 44 outbound).

The Approved Project would not result in any significant California Environmental Quality Act (CEQA) impacts, as was found to be consistent with the City's adopted plans, programs, ordinances, and policies, would not exceed the Area Planning Commission (APC) thresholds for vehicle miles traveled (VMT), and would not cause any geometric design hazards.

To further enhance safety adjacent to the Project Site, signage and pedestrian crossing improvements would be provided at the intersection of Cosmo Street & Hollywood Boulevard. The Project would upgrade the right-turn-only signage and pavement markings to reinforce the prohibition of northbound left turns at the intersection. Additionally, new continental crosswalk striping would replace the existing crosswalk striping on the southern leg of the intersection across Cosmo Street.

REVISED PROJECT

The revised Project development program (Revised Project) would only include the adaptive reuse of the existing building for 57 hotel rooms and 11,310 sf of restaurant. No modifications would be made to the existing building height. Full buildout of the Revised Project is anticipated in Year 2023. Consistent with the Approved Project, parking for the Revised Project would continue to be provided within an off-site parking facility with valet attendants facilitating loading operations at the Project Site.

The conceptual site plan for the Revised Project is provided in Figure 1.

Trip Generation

As shown in Table 1, the Revised Project would generate 84 morning peak hour trips (48 inbound, 36 outbound) and 88 afternoon peak hour trips (51 inbound, 37 outbound). Thus, the Revised Project would result in fewer total morning and afternoon peak hour trips than the Approved Project.

As previously detailed, parking at the off-site parking facilities would be fully operated by valet attendants who would facilitate loading operations at the Project Site. Consistent with the Approved Transportation Assessment, the off-site valet parking facility was assumed to be located at 1611 Cosmo Street, as illustrated in Figure 2. Although other parking facilities in the vicinity of the Project Site with similar capacity could also be utilized to meet the parking needs of the Revised Project, it is anticipated that the valet circulation patterns would be generally unchanged. Thus, the trip distribution patterns of the Revised Project would be consistent with the assumptions presented in the Approved Transportation Assessment. Figure 3 illustrates the

Revised Project-only traffic volumes at the five study intersections during typical weekday morning and afternoon peak hours.

Consistent with the evaluation presented in the Approved Transportation Assessment, a supplemental analysis of an alternate trip distribution pattern assuming a percentage of vehicles from the east would access Selma Avenue via Ivar Avenue was also prepared for informational purposes based on discussions with LADOT, as later discussed.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The Revised Project was evaluated for potential significant CEQA impacts consistent with the methodologies presented in the Approved Transportation Assessment.

Threshold T-1: Conflicting with Plans, Programs, Ordinances, Or Policies Analysis

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Consistent with the Approved Project, the Revised Project would be designed to conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. The Revised Project would not preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Therefore, the Revised Project would not result in a significant impact under Threshold T-1.

Further, consistent with the Approved Project, the Revised Project together with the Related Projects within 0.5 miles of the Project Site, included in Table 2 and shown in Figure 4, would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies.

Threshold T-2.1: Causing Substantial VMT Analysis

Since the issuance of the LADOT Assessment Letter, LADOT has released *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator). The VMT analysis presented below reflects estimates of project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits based on the latest VMT Calculator.

Consistent with the Approved Transportation Assessment, the latest TAG identifies a significant impact criteria of 6.0 household VMT per capita and 7.6 work VMT per employee for the Central APC.

Revised Project VMT. Based on guidance from the City, the VMT Calculator was modeled with the Revised Project's land use and density as the primary inputs. The Revised Project does not include residential units and, therefore, consistent with the Approved Project, the Revised Project

would not generate household VMT per capita and would not result in a significant household VMT impact.

In addition, the Revised Project's total restaurant use is less than 50,000 sf. Therefore, per the TAG, the total restaurant uses are considered local-serving and, thus, have a negligible impact on regional VMT, and a "no impact" determination can be made. However, for the purposes of providing a more conservative work VMT analysis, the restaurant uses were considered in the Revised Project work VMT analysis below as it is a component of the larger hotel development.

Consistent with the Approved Transportation Assessment, the VMT evaluation for the Revised Project accounted for following transportation demand management (TDM) strategies inherent to the Revised Project design that help reduce the number of single occupancy vehicle trips:

- Bicycle Parking per the Los Angeles Municipal Code (LAMC): Provision of short-term and long-term bicycle parking in accordance with LAMC requirements

- Pedestrian Network Improvements: Pedestrian improvements internal to the Project Site that encourage walking and that connect to off-site pedestrian facilities

As summarized in Table 3, with application of the above TDM strategies above, the VMT Calculator estimates that the Revised Project would generate 502 daily work VMT. Thus, the Revised Project would generate average work VMT per employee of 6.8 and would not exceed the Central Los Angeles APC significant work VMT impact threshold of 7.6. Therefore, the Revised Project would not result in a significant VMT impact, and no mitigation measures are required. The detailed output from the VMT Calculator is provided in Attachment A.

Cumulative VMT Analysis. As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September 2020) (RTP/SCS). The Revised Project would not result in a significant VMT impact, as detailed above. Therefore, consistent with the Approved Project, the Revised Project would result in a less than significant cumulative VMT impact under Threshold 2.1-1. Furthermore, the Revised Project would also be designed to further reduce single occupancy trips to the Project Site through design features that encourage a variety of transportation options. The Revised Project would also contribute to the productivity and use of the regional transportation system by providing employment near transit, consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

Threshold T-2.2: Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

Consistent with the Approved Project, the Revised Project is not a transportation project that would induce automobile travel. Therefore, further evaluation is not required, and the Revised Project would not result in a significant impact under Threshold T-2.2.

Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public right-of-way (ROW) or modifications along the public ROW (i.e., street dedications) to determine if the geometric design features would substantially increase safety, operational, or capacity hazards.

Revised Project Consistency. Consistent with the Approved Project, the Revised Project would provide a valet loading zone along Cosmo Street, with parking provided at an existing off-site surface parking lot. The valet loading zone would not present significant safety issues regarding traffic/pedestrian conflicts and would operate in accordance with LADOT standards. Pedestrian access to the Revised Project would be provided along Hollywood Boulevard and Cosmo Street. No additional access points are proposed as part of the Revised Project, and no unusual or new obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Based on the site plan review and design assumptions, the Revised Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility, and is considered less than significant.

Cumulative Analysis. Consistent with the Approved Transportation Assessment, there are currently no identified Related Projects proposed with access points along the same block of the Revised Project. Therefore, the Revised Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

NON-CEQA TRANSPORTATION ANALYSIS

This section summarizes the non-CEQA transportation analysis of the Revised Project. The methodology utilized in this section is consistent with the methodology described in the Approved Transportation Assessment.

Operational Evaluation

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the agency of jurisdiction to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections, while the HCM unsignalized methodology calculates the control delay, in seconds, for individual approaches of an intersection. Table 4 presents a description of the level of service (LOS) categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized and unsignalized intersections. Vehicle queue lengths were estimated using Synchro, which reports the 95th percentile queue length, in feet, for each approach lane. The reported queues are calculated using the HCM signalized and unsignalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Attachment B.

As previously noted, a supplemental analysis assuming an alternate trip distribution pattern that accessed Selma Avenue via Vine Street was also prepared for informational purposes based on discussions with LADOT and is provided in Attachment C. As further detailed in Attachment C, the alternate trip distribution would have a nominal effect on the delay and queue length conclusions further detailed below.

Existing with Revised Project Conditions

Traffic Volumes. The Revised Project-only morning and afternoon peak hour traffic volumes, described above and shown in Figure 3, were added to the existing morning and afternoon peak hour traffic volumes shown in Figure 5. The resulting volumes are illustrated in Figure 6 and represent Existing with Revised Project Conditions, assuming Revised Project operation under Existing Conditions.

Intersection LOS. Table 5 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing and Existing with Revised Project Conditions. As shown in Table 5, all five of the study intersections would operate at LOS B or better during both the morning and afternoon peak hours under Existing and Existing with Revised Project Conditions.

Future with Revised Project Conditions

The Future Conditions analysis was updated to reflect Year 2023 conditions to correspond to the anticipated buildout year of the Revised Project.

To provide a conservative estimate of future background conditions, this analysis used the 1.00% annual growth specified by LADOT, compounded annually to the existing traffic volumes, to simulate Year 2023 traffic volumes. The total adjustment applied over the four-year period was 4.06%. This growth factor accounts for increases in traffic due to potential projects not yet proposed and projects located outside the Study Area.

In accordance with the CEQA Guidelines, the non-CEQA operational analysis considered the effects of the Revised Project in relation to the Related Projects. The list of Related Projects was updated to include information provided by Los Angeles Department of City Planning and LADOT in September 2021. The Related Projects are detailed in Table 2 and their approximate locations are shown in Figure 4. The trip generation estimates for the Related Projects were assigned to the local street system, and Figure 7 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

Traffic Volumes. The Related Projects volumes were added to the Existing Conditions traffic volumes with ambient growth through the projected Revised Project buildout in Year 2023 and represent the Future without Revised Project Conditions. The Future without Revised Project Conditions traffic volumes at the study intersections are shown in Figure 8.

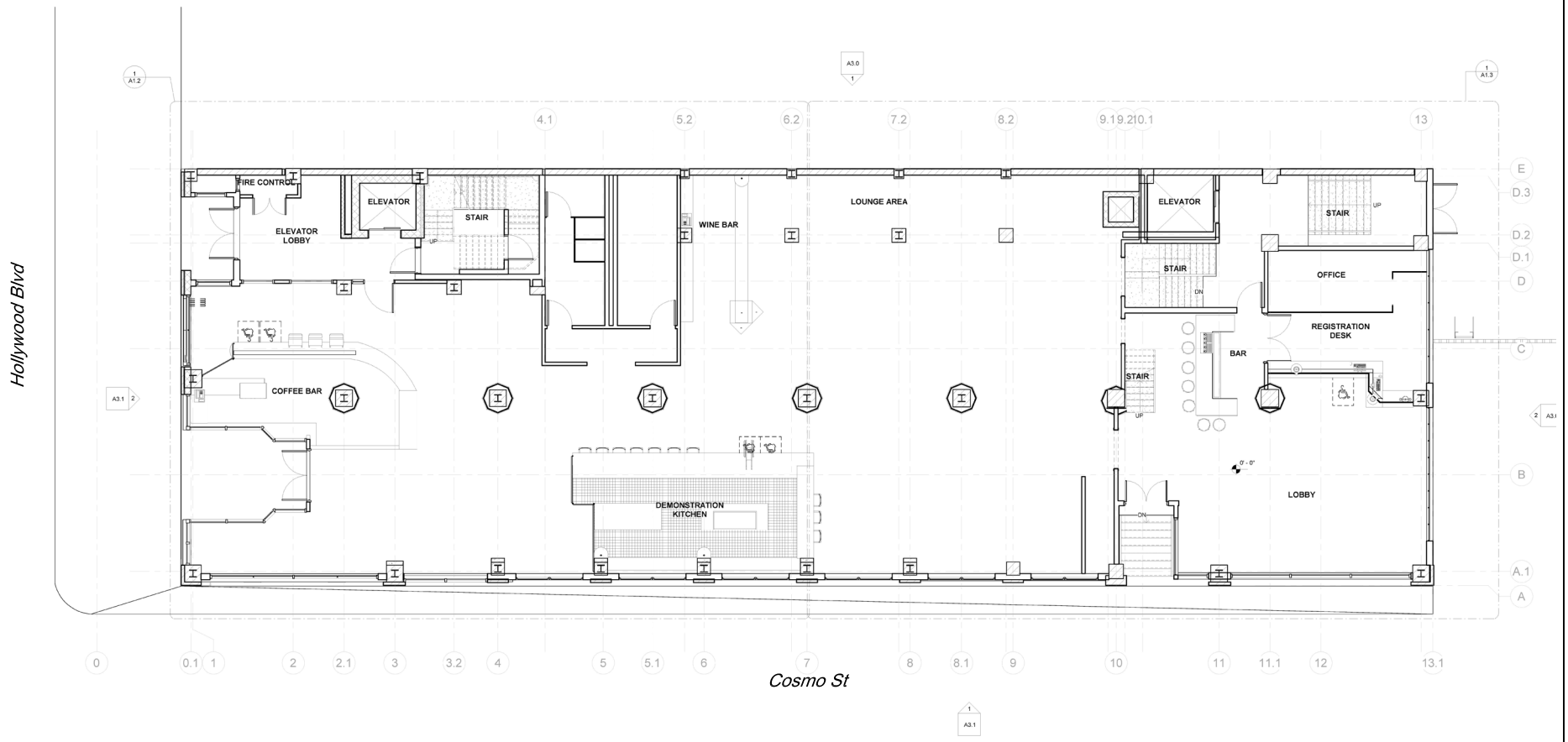
The Project-only morning and afternoon peak hour traffic volumes, described above and shown in Figure 3, were added to the Future without Revised Project morning and afternoon peak hour traffic volumes shown in Figure 8. The resulting volumes are illustrated in Figure 9 and represent Future with Revised Project Conditions after occupancy of the Revised Project in Year 2023.

Intersection LOS. Table 6 summarizes the results of the Future without Revised Project and Future with Revised Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown in Table 6, all five of the study intersections would operate at LOS D or better during both the morning and afternoon peak hours under Future without Revised Project and Future with Revised Project Conditions.

CONCLUSIONS

The Revised Project is consistent with the City's plans, programs, ordinances, and policies and would not generate significant VMT impacts nor geometric design hazard impacts. Therefore, no mitigation measures would be required. Furthermore, the Revised Project would generate fewer trips than the Approved Project. Although the anticipated buildout has been extended to Year 2023, the Revised Project would not result in any adverse operational conditions that would require further improvements.

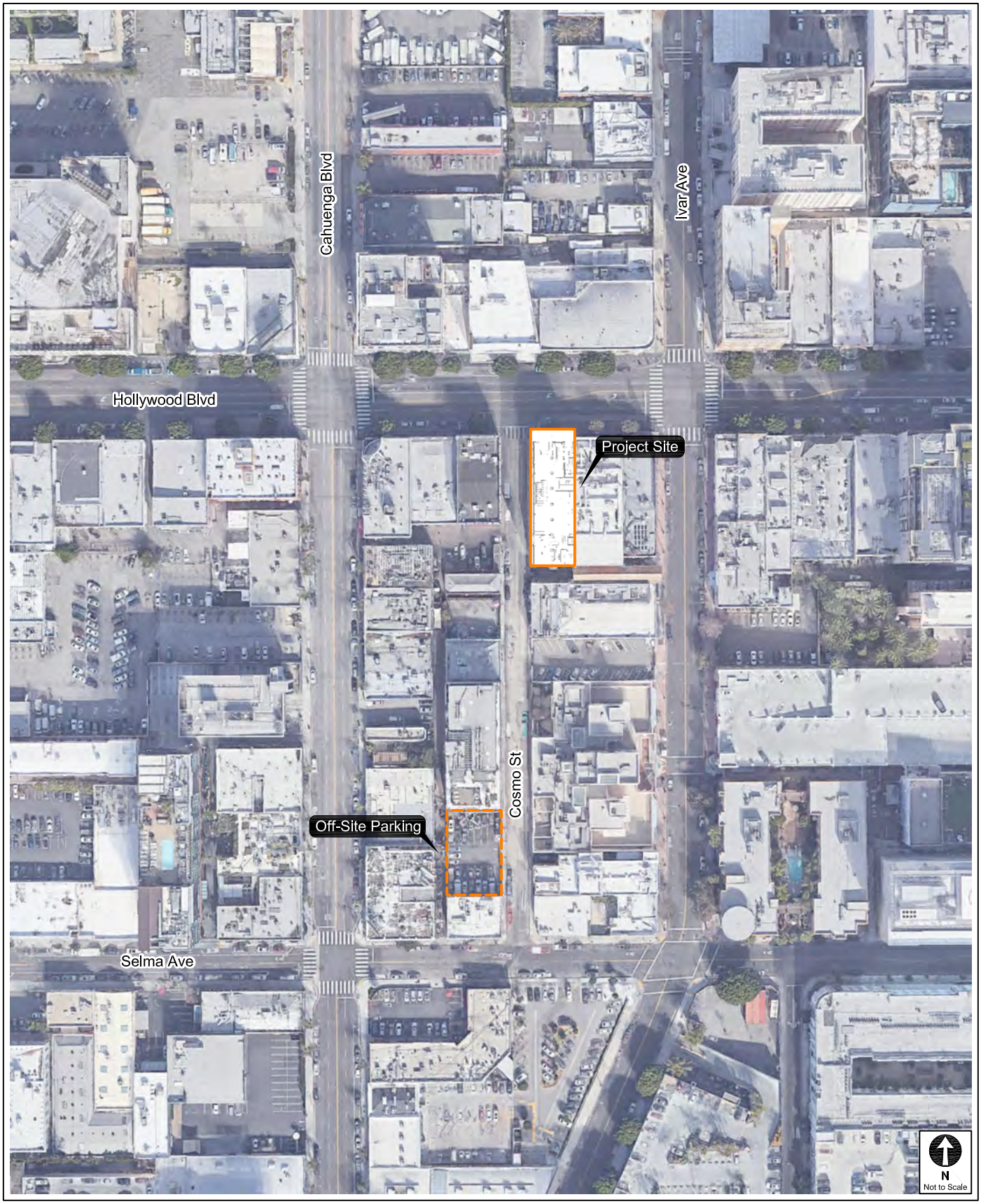
Therefore, the conclusions and findings of this analysis are consistent with the Approved Transportation Assessment.



Source: AGI. September, 2021.

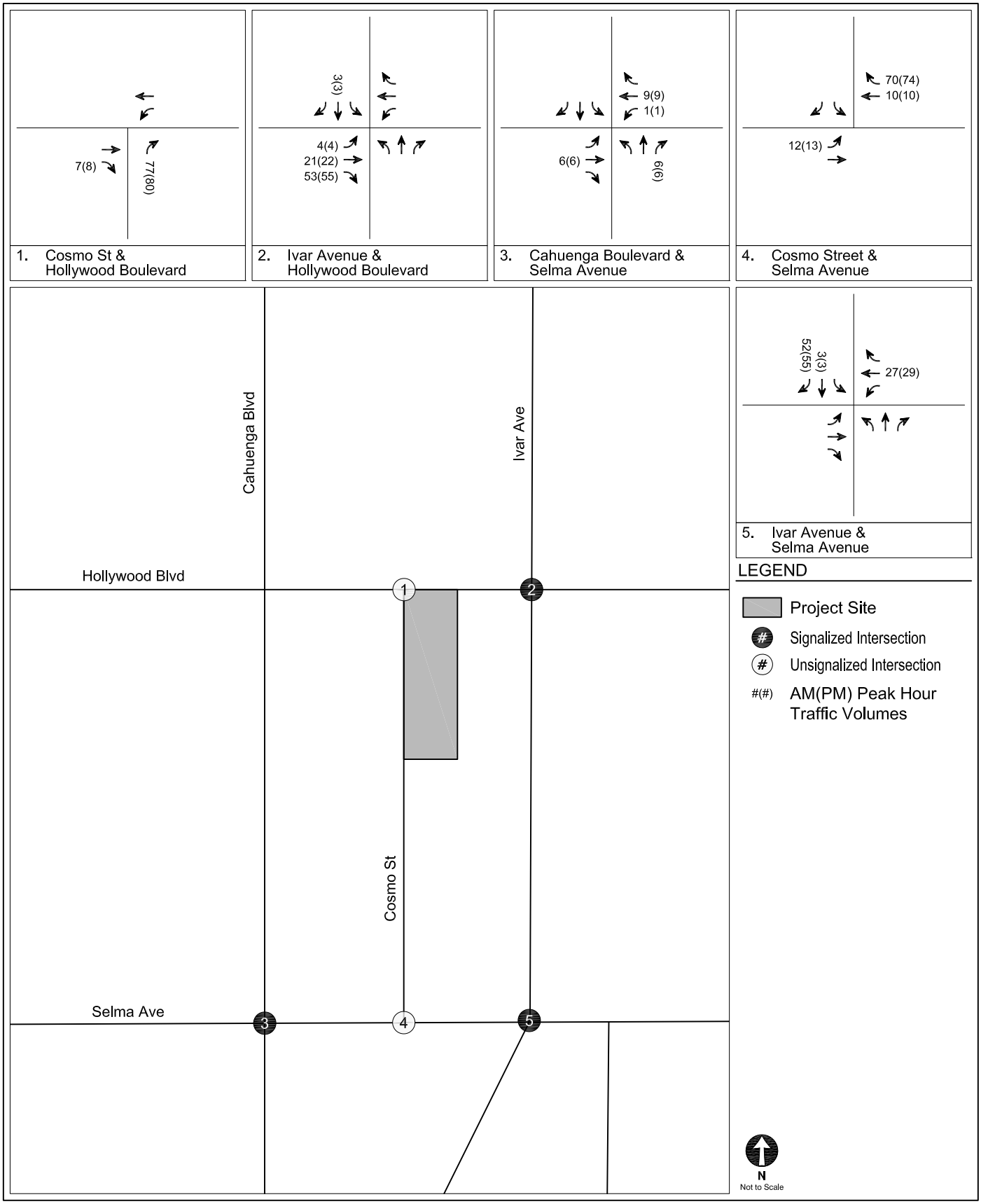
REVISED PROJECT SITE PLAN

FIGURE 1



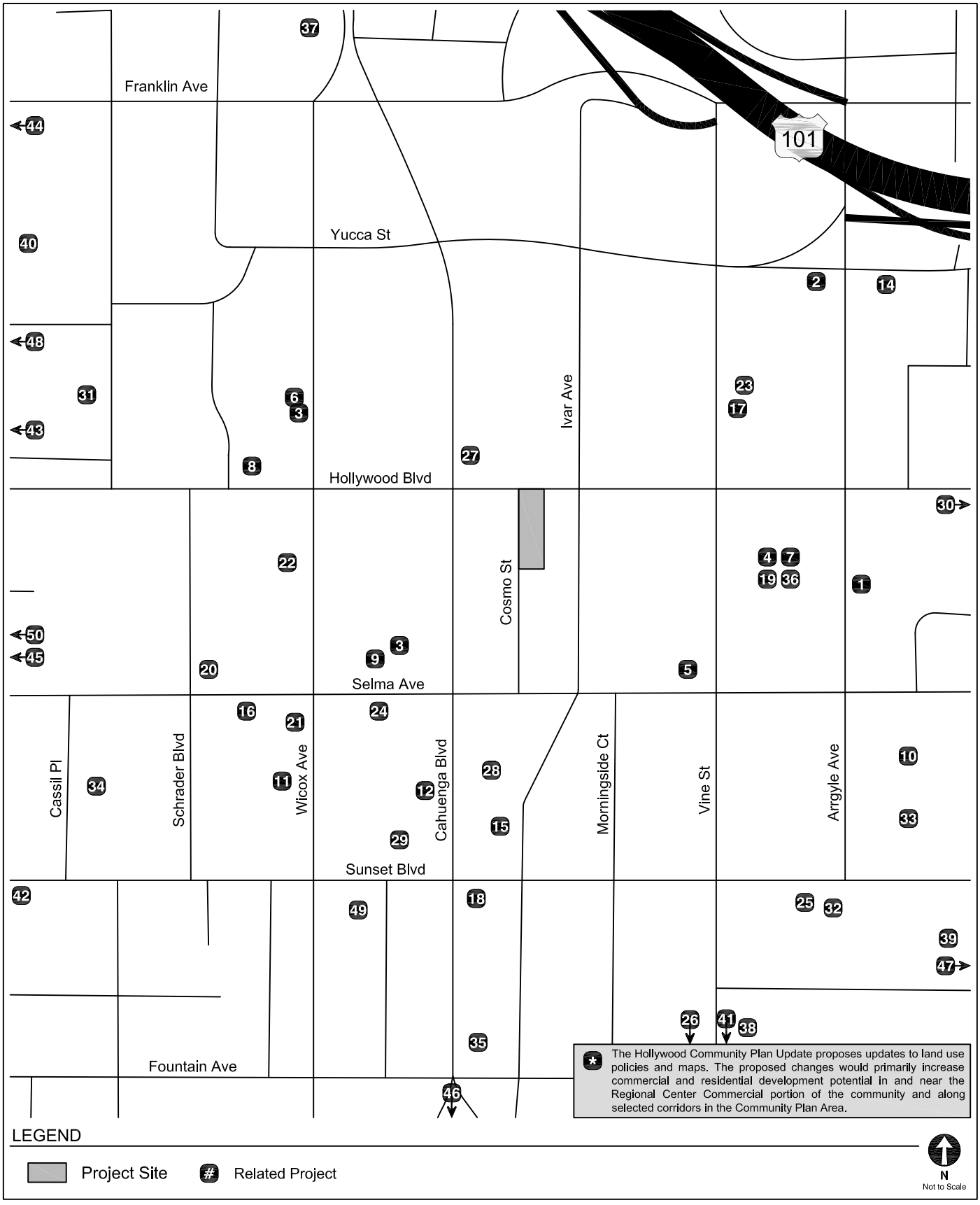
PROJECT SITE LOCATION

FIGURE 2



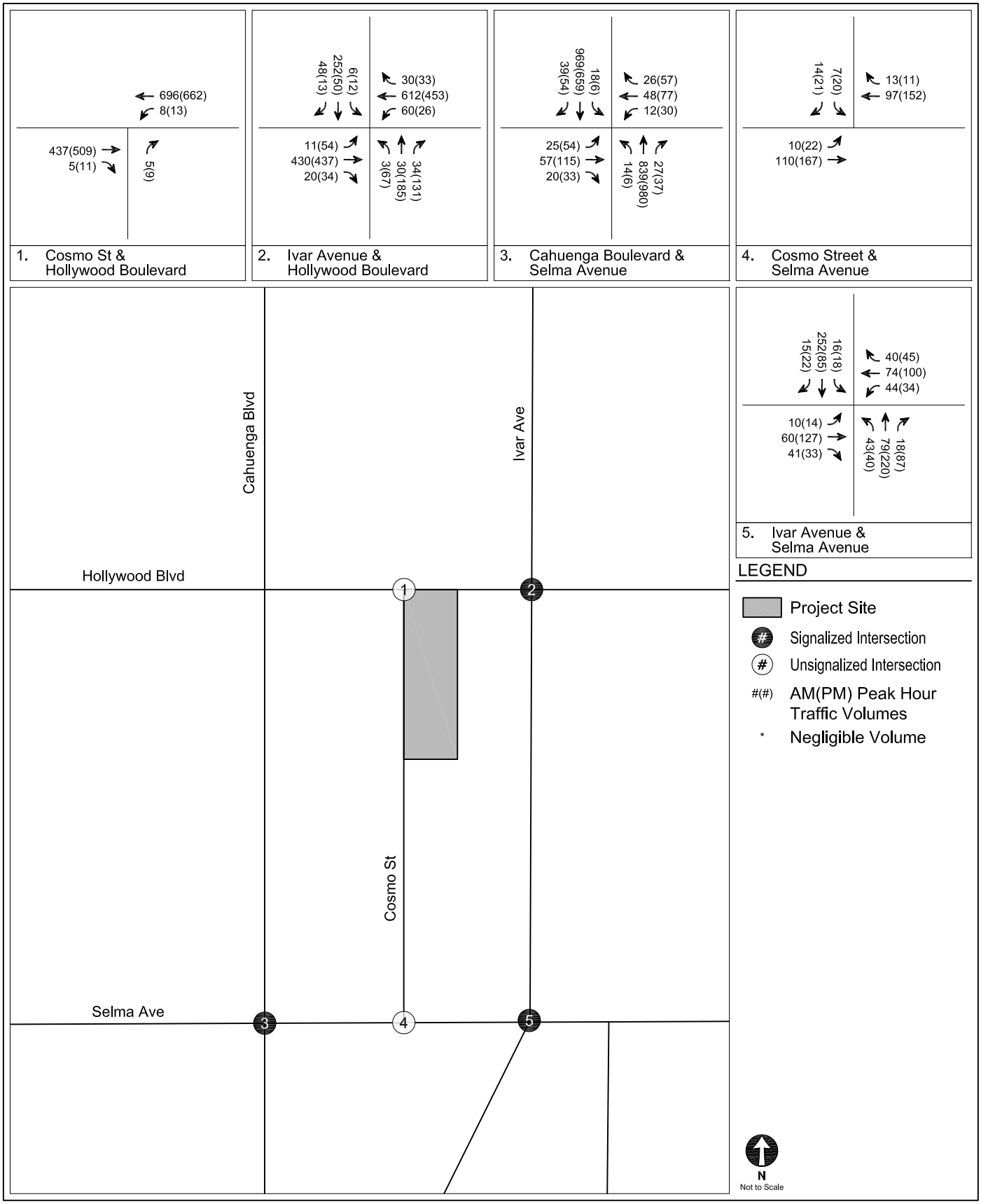
REVISED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
3



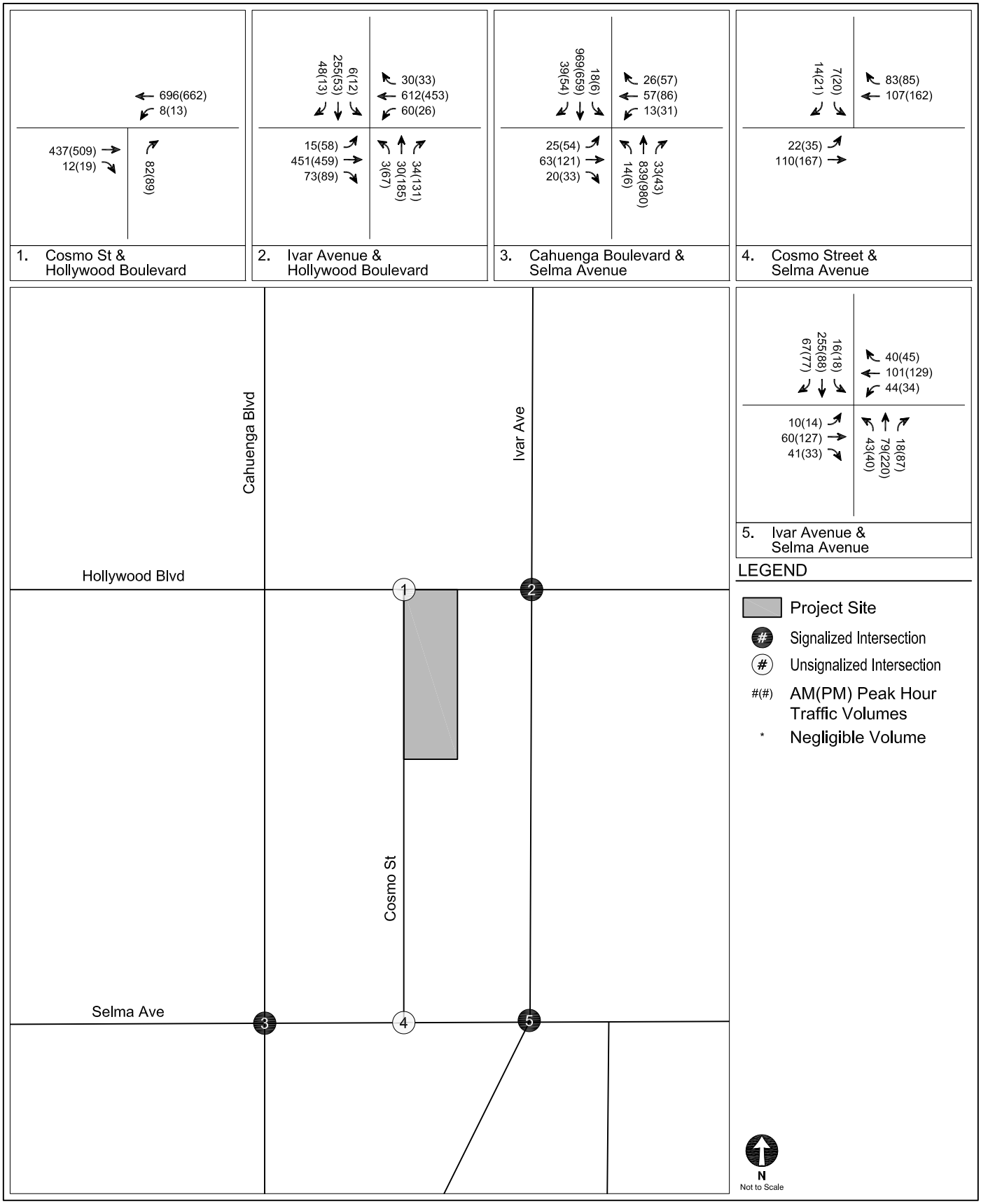
LOCATIONS OF RELATED PROJECTS

FIGURE 4



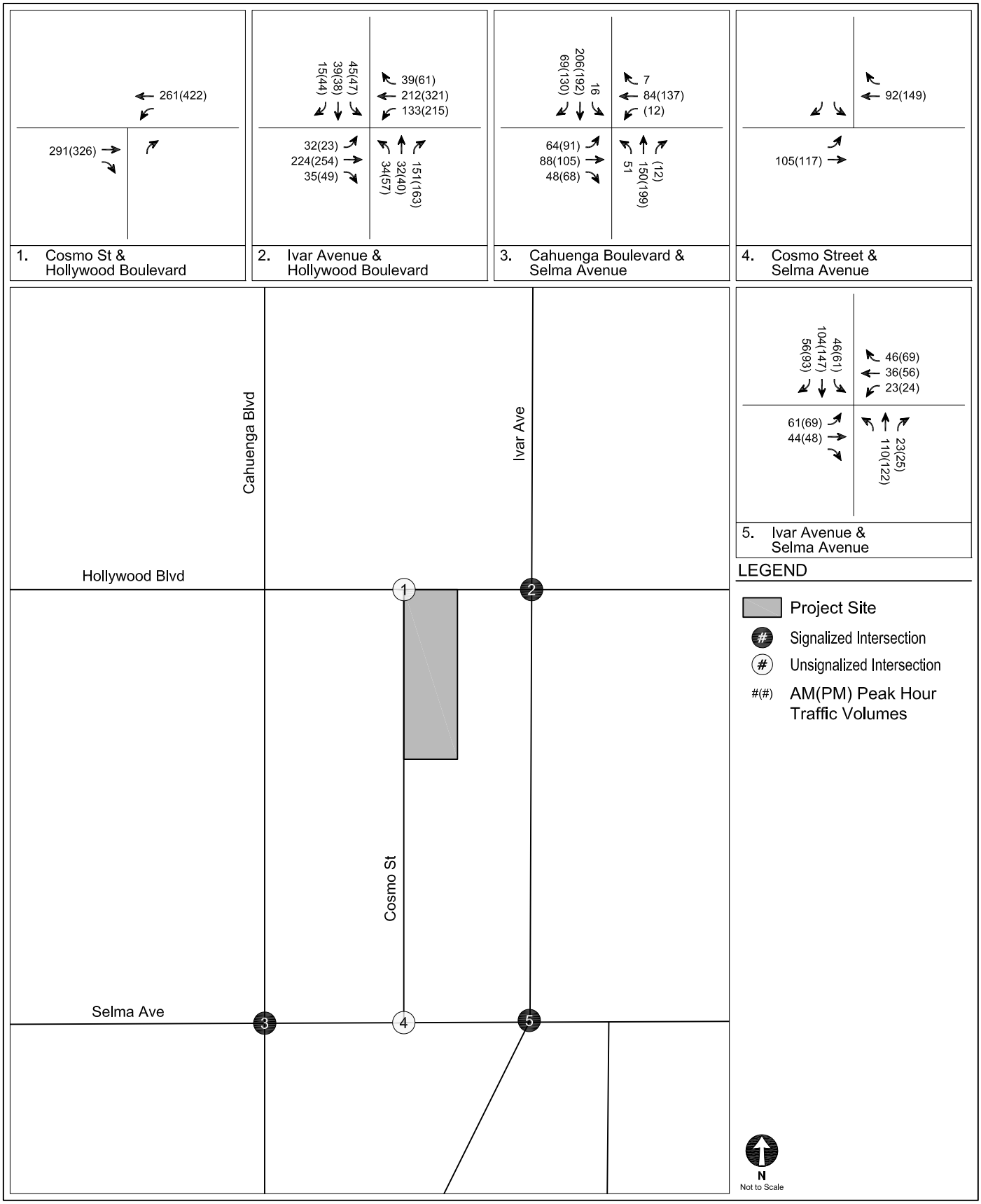
EXISTING CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 5



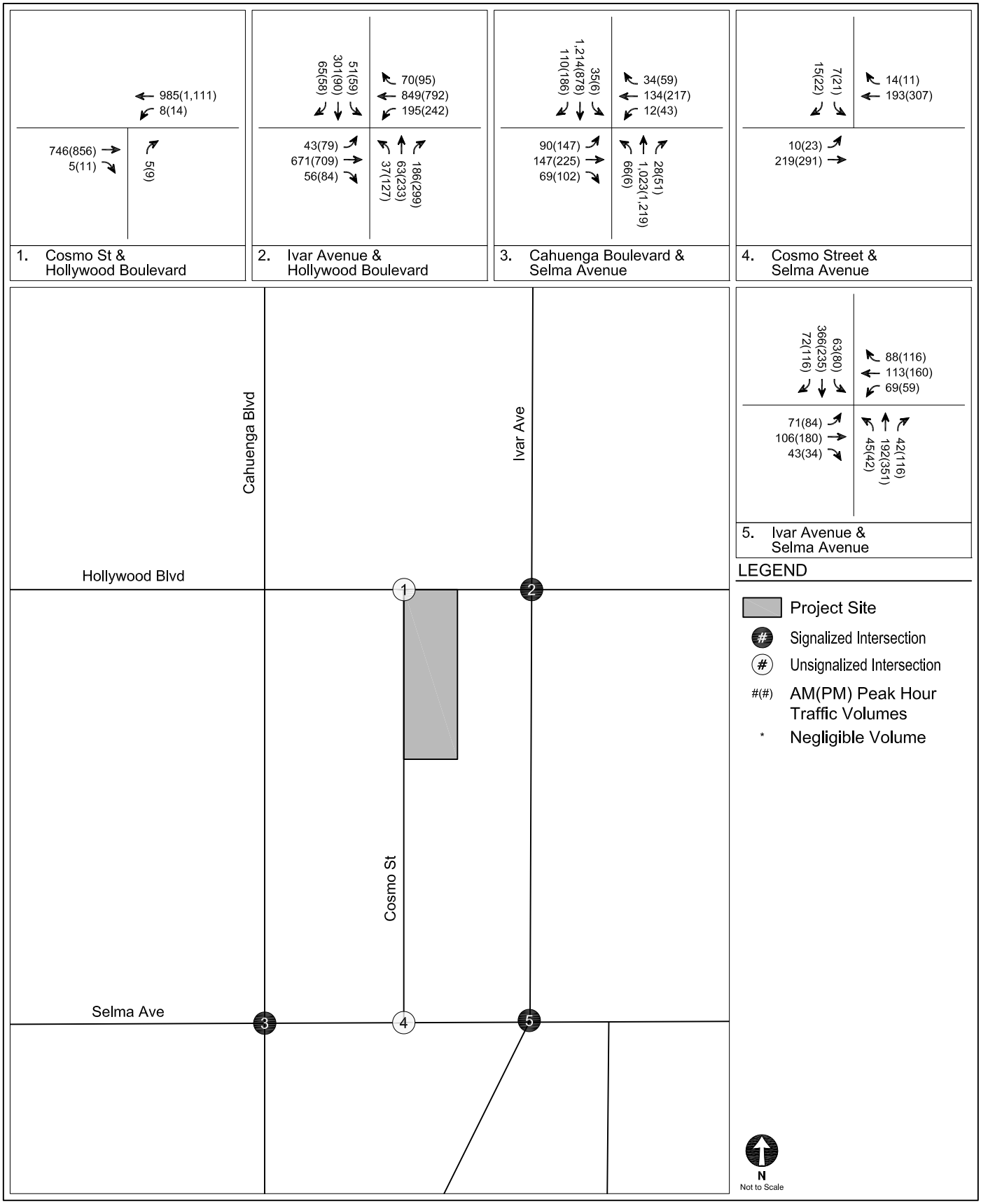
EXISTING WITH REVISED PROJECT CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 6



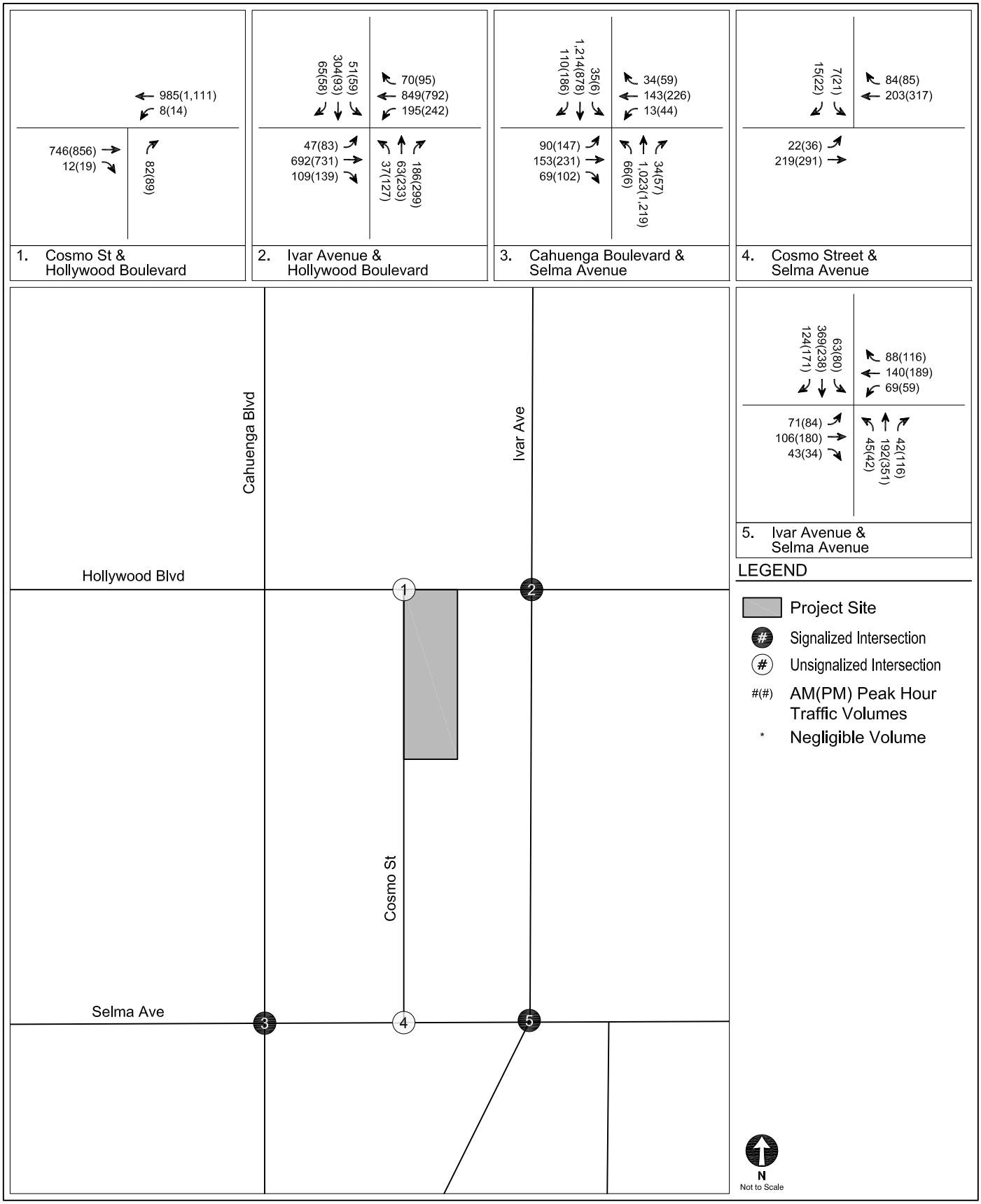
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7



FUTURE WITHOUT REVISED PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 8



FUTURE WITH REVISED PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 9

TABLE 1
TRIP GENERATION ESTIMATES
REVISED PROJECT

Land Use	Size	Morning Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
Trip Generation Rates [a]							
Hotel (ITE 310)	per room	59%	41%	0.47	51%	49%	0.60
High-Turnover Restaurant (ITE 932)	per 1,000 sf	55%	45%	9.94	62%	38%	9.77
Proposed Revised Project [b]							
Hotel	57 rooms	16	11	27	17	17	34
Less 15% Transit/Walk Reduction [c]		*(2)*	*(2)*	*(4)*	*(3)*	*(3)*	*(6)*
Subtotal - Hotel		**14**	**9**	**23**	**14**	**14**	**28**
Restaurant [d]	11,310 sf	62	50	112	68	42	110
Less 20% Internal Capture Reduction [e]		*(12)*	*(10)*	*(22)*	*(14)*	*(8)*	*(22)*
Less 15% Transit/Walk Reduction [b]		*(8)*	*(6)*	*(14)*	*(8)*	*(5)*	*(13)*
Less 20% Pass-By Reduction [f]		*(8)*	*(7)*	*(15)*	*(9)*	*(6)*	*(15)*
Subtotal - Restaurant		**34**	**27**	**61**	**37**	**23**	**60**
Total - Net New Revised Project Trips		**48**	**36**	**84**	**51**	**37**	**88**

Notes

[a] Source: *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017.

[b] The site plan and land use program could be further refined through the entitlement process. However, the Project reflects the maximum building envelope to provide a conservative analysis.

[c] Per LADOT's *Transportation Assessment Guidelines* (LADOT, July 2020), the Project Site is located within a 0.25 miles walking distance from a transit station (Metro B Line Hollywood / Vine Station), therefore a 15% transit reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi, tour bus, and carpool services.

[d] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel was conservatively analyzed separately.

[e] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[f] Pass-by reductions account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 2
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1 [b]	BLVD 6200 Mixed-Use	6200 W Hollywood Blvd	28 JLWQ Units, 1,014 apartment units and 175,000 sf retail (Phase 1 Complete)	2,816	41	103	143	133	109	242
2	Yucca Street Condos	6230 W Yucca St	114 apartment units and 2,697 sf commercial	473	5	27	32	26	12	38
3	Selma Hotel	6417 W Selma Ave	180 hotel rooms and 12,840 sf restaurant	1,849	6	4	10	61	59	120
4	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
5 [b]	Selma & Vine Office Project	1601 N Vine St	100,386 sf office and 2,012 sf commercial	1,239	155	27	182	39	145	184
6	1723 N Wilcox Residential	1723 N Wilcox Ave	81-room hotel and 2,236 sf restaurant	634	25	15	40	25	24	49
7	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	-19	11	-8	62	4	66
8	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office and 890 sf of storage	547	-16	-11	-27	32	4	36
9	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
10	Modera Argyle	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant	2,013	43	127	170	128	51	179
11	Sunset + Wilcox	1541 N Wilcox Ave	200 hotel rooms and 9,000 sf restaurant	3,359	103	80	183	147	114	261
12	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
13	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
14	Mixed-Use	6220 W Yucca St	210 hotel rooms, 136 apartment units, 3,450 sf retail and 9,120 sf restaurant	2,652	88	111	199	130	85	215
15	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
16	Selma Hotel	6516 W Selma Ave	212 rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
17	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant	1,101	58	41	99	35	42	77
18	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	-6	51
19	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
20	1600 Schrader	1600 Schrader Blvd	168-room hotel and 5,979 sf restaurant	1,666	58	40	98	80	63	143
21	Citizen News	1545 Wilcox Ave	16,100 sf flexible event space, 14,800 sf restaurant	2,341	36	50	86	128	47	175
22	1637 N Wilcox MU	1637 Wilcox Ave	93 apartments, 61 affordable; 6,586 sf commercial	831	20	44	64	40	27	67
23	Hollywood Center MU (Formerly Millennium)	1720 N Vine St	1005 Units (872 apartments, 133 affordable senior), 30,176 sf retail	6,346	171	290	461	368	264	632
24	Wilcox & Selma Residential Project	6422 W Selma Avenue	40 apartment units and 5 affordable housing units	126	-3	10	7	9	-1	8
25	Sunset Vine 2	6262 W Sunset Boulevard	150 multi-family units and 13,130 sf restaurant	603	11	35	46	33	22	55
26	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
27	1708 Cahuenga	1708 N Cahuenga Blvd	217,269 sf office/commercial	1,904	195	31	226	36	189	225
28	Artisan Hollywood	1520 N Cahuenga Blvd	243 residential units, 27 affordable housing units and 6,805 sf restaurant	1,143	34	75	109	82	40	122
29	6445 Sunset	6445 Sunset Blvd	175 hotel rooms and 11,400 sf restaurant	1,409	77	58	135	80	61	141
30	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant	1,782	76	62	138	78	58	136
31	1719 Whitley Hotel	1719 N Whitley Ave	156 hotel rooms	1,275	49	34	83	48	46	94
32	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,473	52	80	132	71	50	121
33	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable), 24,000 sf of retail and restaurant uses	4,913	128	228	356	234	169	403
34	Mixed-Use	1524-1538 N Cassil Pl	200 apartment units and 1,400 sf restaurant	1,081	22	51	73	55	34	89
35	Godfrey Hotel	1400 N Cahuenga Blvd	220 hotel rooms and 2,723 sf restaurant, 1,440 sf bar	1,875	55	47	102	78	60	138
36	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant	1,439	24	76	100	86	46	132
37	Hotel	1921 Wilcox Ave	122 hotel rooms and 4,225 sf restaurant	1,233	34	26	60	51	40	91
38	1400 Vine	1400 Vine St	179 residential units, 19 affordable housing units and 16,000 sf restaurant	1,446	70	93	163	97	56	153
39	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail	1,778	26	97	123	100	35	135
40	Residential	1818 N Cherokee Ave	65 apartment units and 21 affordable housing units	397	9	21	30	20	12	32

Notes

[a] Source: Related project information based on available information provided by LADOT and Department of City Planning on September 20, 2021, and recent studies in the area. The list includes developments within 0.5 miles of the Project Site, as suggested in the Transportation Assessment Guidelines, (LADOT, July 2020) .

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis

TABLE 2
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
41	Onni Group Mixed-Use Development	1360 N Vine St	429 condominium units, 55,000 sf grocery, 5,000 sf retail and 8,988 sf of restaurant	3,533	278	40	318	135	337	472
42	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 apartment units	266	4	16	20	16	9	25
43	Las Palmas Residential (Hollywood Cherokee)	1718 N Las Palmas Ave	224 residential units and 985 sf retail	1,333	21	84	105	81	43	124
44	Montecito Senior Housing	6650 W Franklin Ave	68 senior apartment units	234	5	9	14	9	8	17
45	Apartments	1601 N Las Palmas Ave	202 apartment units (69 affordable)	562	17	48	65	41	23	64
46	Mixed-Use	1310 N Cole Ave	369 apartment units and 2,570 sf office	2,226	20	139	159	139	58	197
47	Sunset Gower Studios	1438 N Gower St	169,400 sf sound stage, 52,800 sf production support, 852,830 sf office and 6,516 sf restaurant	4,108	424	67	491	77	410	487
48	Apartments	1749 Las Palmas Ave	70 apartment units and 3,117 sf retail	147	2	9	11	9.1	4.9	14
49	Sunset + Wilcox MU	6450 W Sunset Blvd	431,032 sf office, 12,386 sf restaurant	2,836	311	50	361	93	319	412
50	6753 Selma MU	6753 Selma Ave	51 apartment units and 438 sf ground floor retail	286	5	13	18	14	10	24

OTHER AREA-WIDE PROJECTS

Project	Description	Extents
Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis.	South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue.

Notes

[a] Source: Related project information based on available information provided by LADOT and Department of City Planning on September 20, 2021, and recent studies in the area. The list includes developments within 0.5 miles of the Project Site, as suggested in the Transportation Assessment Guidelines, (LADOT, July 2020) .

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis

TABLE 3
VMT ANALYSIS SUMMARY

Revised Project Information	
Land Use	**Size**
Housing | Hotel	57 rooms
Retail | High-Turnover Sit-Down Restaurant	11,310 sf
Revised Project Analysis [a]	
Project Area Planning Commission	Central Los Angeles
Travel Behavior Zone	Urban
Maximun Allowable VMT Reduction	75%
VMT Analysis [b]	
Daily Vehicle Trips	913
Daily VMT	6,135
Household VMT per Capita [c]	-
Impact Threshold	6.0
Significant Impact	-
Work VMT per Employee [d]	6.8
Impact Threshold	7.6
Significant Impact	NO

Notes
[a] Revised Project Analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).
[b] Revised Project design features include:
1. Bicycle parking per LAMC requirements
2. Pedestrian network improvements within project and connecting off-site

[c] Based on home-based production trips only (see Attachment A, Report 4).
[d] Based on home-based work attraction trips only (see Attachment A, Report 4).

TABLE 4
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

Level of Service	Definition	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	0.0 - 10.0	0.0 - 10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	10.1 - 20.0	10.1 - 15.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	20.1 - 35.0	15.1 - 25.0
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	35.1 - 55.0	25.1 - 35.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	55.1 - 80.0	35.1 - 50.0
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80.0	> 50.0

Notes
Source: *Highway Capacity Manual, 6th Edition (* Transportation Research Board, 2016).
[a] Measured in seconds.

TABLE 5
EXISTING CONDITIONS (YEAR 2019)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Exisiting Conditions		Existing with Revised Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Cosmo Street & Hollywood Boulevard	AM PM	9.8 11.3	A B	10.4 11.1	B B
2.	Ivar Avenue & Hollywood Boulevard	AM PM	13.3 13.6	B B	13.1 13.5	B B
3.	Cahuenga Boulevard & Selma Avenue	AM PM	5.4 9.6	A A	5.7 9.9	A A
4. [a]	Cosmo Street & Selma Avenue	AM PM	9.3 10.4	A B	9.7 11.0	A B
5.	Ivar Avenue & Selma Avenue	AM PM	8.9 10.5	A B	9.0 10.2	A B

Notes
Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 10 (HCM 6th Edition methodology)
[a] Worst-case approach delay is reported for two-way stop-controlled intersections.

TABLE 6
FUTURE CONDITIONS (YEAR 2023)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Revised Project Conditions		Future with Revised Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Cosmo Street & Hollywood Boulevard	AM PM	11.1 15.5	B B	12.2 13.9	B B
2.	Ivar Avenue & Hollywood Boulevard	AM PM	18.4 36.4	B D	18.8 39.9	B D
3.	Cahuenga Boulevard & Selma Avenue	AM PM	11.6 16.0	B B	12.0 16.3	B B
4. [a]	Cosmo Street & Selma Avenue	AM PM	10.3 12.8	B B	10.8 13.8	B B
5.	Ivar Avenue & Selma Avenue	AM PM	8.8 14.5	A B	8.6 15.0	A B

Notes
Delay is measured in seconds per vehicle
LOS = Level of service
Results per Synchro 10 (HCM 6th Edition methodology)
[a] Worst-case approach delay is reported for two-way stop-controlled intersections.

Attachment A

VMT Calculator Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

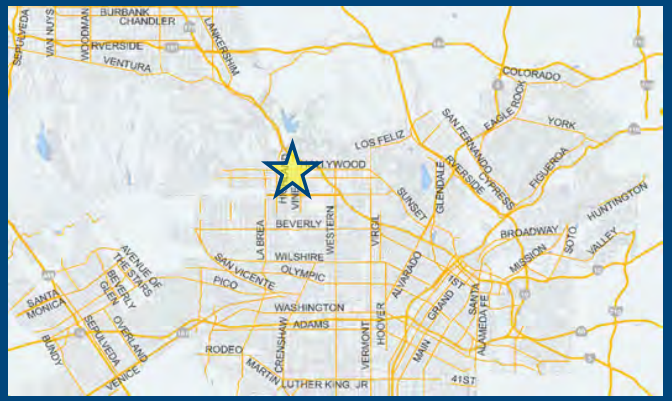
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 6300 Hollywood

Scenario: Refined Project

Address: 6300 W HOLLYWOOD BLVD, 90028



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	11.31	ksf
Housing | Hotel	57	Rooms
Retail | High-Turnover Sit-Down Restaurant	11.31	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	938 Daily Vehicle Trips
0 Daily VMT	6,299 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	938 Net Daily Trips
The net increase in daily VMT ≤ 0	6,299 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	11.310 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/14/2021

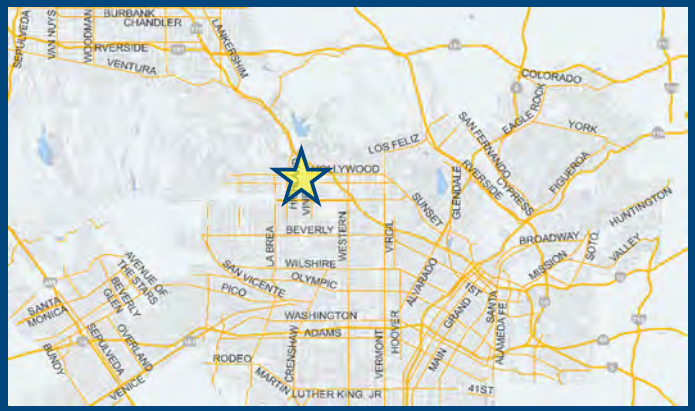
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 6300 Hollywood

Scenario: Refined Project

Address: 6300 W HOLLYWOOD BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Hotel	57	Rooms
Retail | High-Turnover Sit-Down Restaurant	11.31	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☑ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
913 Daily Vehicle Trips	**913** Daily Vehicle Trips
6,135 Daily VMT	**6,135** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
6.8 Work VMT per Employee	**6.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

9/14/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 14, 2021
Project Name: 6300 Hollywood
Project Scenario: Refined Project
Project Address: 6300 W HOLLYWOOD BLVD, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	57	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	11.310	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 14, 2021
Project Name: 6300 Hollywood
Project Scenario: Refined Project
Project Address: 6300 W HOLLYWOOD BLVD, 90028

Version 1.3

Analysis Results			
Total Employees: 74 Total Population: 0			
Proposed Project		***With Mitigation***	
913	**Daily Vehicle Trips**	**913**	**Daily Vehicle Trips**
6,135	**Daily VMT**	**6,135**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.8	**Work VMT per Employee**	**6.8**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 14, 2021
Project Name: 6300 Hollywood
Project Scenario: Refined Project
Project Address: 6300 W HOLLYWOOD BLVD, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 14, 2021
Project Name: 6300 Hollywood
Project Scenario: Refined Project
Project Address: 6300 W HOLLYWOOD BLVD, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
MAX. TDM EFFECT	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 14, 2021
Project Name: 6300 Hollywood
Project Scenario: Refined Project
Project Address: 6300 W HOLLYWOOD BLVD, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.5	0	0
Home Based Other Production	0	0.0%	0	4.5	0	0
Non-Home Based Other Production	252	-7.9%	232	7.5	1,890	1,740
Home-Based Work Attraction	107	-42.1%	62	8.3	888	515
Home-Based Other Attraction	820	-49.8%	412	6.1	5,002	2,513
Non-Home Based Other Attraction	252	-7.9%	232	6.6	1,663	1,531

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-2.6%	0	0	-2.6%	0	0
Home Based Other Production	-2.6%	0	0	-2.6%	0	0
Non-Home Based Other Production	-2.6%	226	1,695	-2.6%	226	1,695
Home-Based Work Attraction	-2.6%	60	502	-2.6%	60	502
Home-Based Other Attraction	-2.6%	401	2,447	-2.6%	401	2,447
Non-Home Based Other Attraction	-2.6%	226	1,491	-2.6%	226	1,491

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 74
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**502**	**502**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.8**	**6.8**

Attachment B

LOS Worksheets

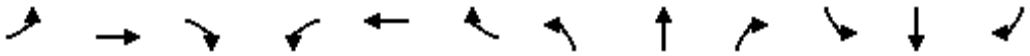
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	437	5	8	696	0	5
Future Vol, veh/h	437	5	8	696	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	35	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	475	5	9	757	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	480	0	799	240
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.14	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.22	-	3.67	3.32
Pot Cap-1 Maneuver	-	-	1079	-	355	761
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1079	-	350	761
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	761	-	-	1079	-
HCM Lane V/C Ratio	0.007	-	-	0.008	-
HCM Control Delay (s)	9.8	-	-	8.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



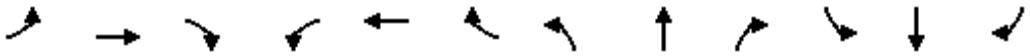
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	430	20	60	612	30	3	30	34	6	252	48
Future Volume (veh/h)	11	430	20	60	612	30	3	30	34	6	252	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	467	22	65	665	33	3	33	37	7	274	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	526	2331	110	646	2325	115	46	182	191	44	333	62
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	748	3455	162	907	3446	171	18	826	868	13	1517	283
Grp Volume(v), veh/h	12	240	249	65	343	355	73	0	0	333	0	0
Grp Sat Flow(s),veh/h/ln	748	1777	1841	907	1777	1840	1712	0	0	1814	0	0
Q Serve(g_s), s	0.6	4.6	4.6	2.6	7.0	7.0	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	7.6	4.6	4.6	7.2	7.0	7.0	3.1	0.0	0.0	15.8	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.09	0.04		0.51	0.02		0.16
Lane Grp Cap(c), veh/h	526	1199	1242	646	1199	1241	418	0	0	439	0	0
V/C Ratio(X)	0.02	0.20	0.20	0.10	0.29	0.29	0.17	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	526	1199	1242	646	1199	1241	792	0	0	845	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	5.5	5.5	6.9	5.9	5.9	28.6	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.3	0.6	0.6	0.2	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	2.8	2.9	0.9	4.4	4.5	2.3	0.0	0.0	11.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	5.9	5.9	7.2	6.5	6.5	28.8	0.0	0.0	36.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	D	A	A
Approach Vol, veh/h		501			763			73			333	
Approach Delay, s/veh		5.9			6.6			28.8			36.2	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.2		24.8		65.2		24.8				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 41		40.0		* 41		40.0				
Max Q Clear Time (g_c+I1), s		9.2		5.1		9.6		17.8				
Green Ext Time (p_c), s		5.3		0.4		3.2		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	430	20	60	612	30	3	30	34	6	252	48
Future Volume (veh/h)	11	430	20	60	612	30	3	30	34	6	252	48
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	467	22	65	665	33	3	33	37	7	274	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	526	2331	110	646	2325	115	46	182	191	44	333	62
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
Prop Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.5	5.9	5.9	7.2	6.5	6.5	28.8	0.0	0.0	36.2	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	C	A	A	D	A	A
Approach Vol, veh/h		501			763			73			333	
Approach Delay, s/veh		5.9			6.6			28.8			36.2	
Approach LOS		A			A			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		65.2		24.8		65.2		24.8
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 41		40.0		* 41		40.0
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.3
Max Q Clear (g_c+I1), s		9.2		5.1		9.6		17.8
Green Ext Time (g_e), s		5.3		0.4		3.2		2.0
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		907		18		748		13

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3446		826		3455		1517

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		171		868		162		283

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	65	0	73	0	12	0	333
Grp Sat Flow (s), veh/h/ln	0	907	0	1712	0	748	0	1814
Q Serve Time (g_s), s	0.0	2.6	0.0	0.0	0.0	0.6	0.0	2.9
Cycle Q Clear Time (g_c), s	0.0	7.2	0.0	3.1	0.0	7.6	0.0	15.8
Perm LT Sat Flow (s_l), veh/h/ln	0	907	0	1071	0	748	0	1352
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1867	0	0	0	1868
Perm LT Eff Green (g_p), s	0.0	60.7	0.0	19.8	0.0	60.7	0.0	19.8
Perm LT Serve Time (g_u), s	0.0	56.1	0.0	4.0	0.0	53.7	0.0	16.7
Perm LT Q Serve Time (g_ps), s	0.0	2.6	0.0	0.0	0.0	0.6	0.0	2.9
Time to First Blk (g_f), s	0.0	0.0	0.0	14.7	0.0	0.0	0.0	12.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	12.8
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.02
Lane Grp Cap (c), veh/h	0	646	0	418	0	526	0	439
V/C Ratio (X)	0.00	0.10	0.00	0.17	0.00	0.02	0.00	0.76
Avail Cap (c_a), veh/h	0	646	0	792	0	526	0	845
Upstream Filter (I)	0.00	1.00	0.00	0.99	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	6.9	0.0	28.6	0.0	7.4	0.0	33.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.2	0.0	0.1	0.0	2.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.2	0.0	28.8	0.0	7.5	0.0	36.2
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	1.3	0.0	0.1	0.0	6.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.62
%ile Back of Q (95%), veh/ln	0.0	0.9	0.0	2.3	0.0	0.2	0.0	11.5
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.10	0.00	0.09	0.00	2.49
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	343	0	0	0	240	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	7.0	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	0.0	0.0	4.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1199	0	0	0	1199	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.20	0.00	0.00
Avail Cap (c_a), veh/h	0	1199	0	0	0	1199	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.9	0.0	0.0	0.0	5.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.5	0.0	0.0	0.0	5.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.0	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.4	0.0	0.0	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.00	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	355	0	0	0	249	0	0
Grp Sat Flow (s), veh/h/ln	0	1840	0	0	0	1841	0	0
Q Serve Time (g_s), s	0.0	7.0	0.0	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	0.0	0.0	4.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.51	0.00	0.09	0.00	0.16
Lane Grp Cap (c), veh/h	0	1241	0	0	0	1242	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.20	0.00	0.00
Avail Cap (c_a), veh/h	0	1241	0	0	0	1242	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.9	0.0	0.0	0.0	5.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.5	0.0	0.0	0.0	5.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.5	0.0	0.0	0.0	2.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.52	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	57	20	12	48	26	14	839	27	18	969	39
Future Volume (veh/h)	25	57	20	12	48	26	14	839	27	18	969	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	62	22	13	52	28	15	912	29	20	1053	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	94	30	58	94	46	58	2718	86	63	2689	106
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.81	0.81	0.81	1.00	1.00	1.00
Sat Flow, veh/h	314	1090	347	149	1088	533	21	3370	106	27	3333	132
Grp Volume(v), veh/h	111	0	0	93	0	0	496	0	460	579	0	536
Grp Sat Flow(s),veh/h/ln	1750	0	0	1770	0	0	1814	0	1683	1813	0	1678
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	4.5	0.0	0.0	6.3	0.0	6.5	0.0	0.0	0.0
Prop In Lane	0.24		0.20	0.14		0.30	0.03		0.06	0.03		0.08
Lane Grp Cap(c), veh/h	201	0	0	199	0	0	1505	0	1358	1504	0	1354
V/C Ratio(X)	0.55	0.00	0.00	0.47	0.00	0.00	0.33	0.00	0.34	0.39	0.00	0.40
Avail Cap(c_a), veh/h	477	0	0	481	0	0	1505	0	1358	1504	0	1354
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	0.0	39.6	0.0	0.0	2.3	0.0	2.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	1.7	0.0	0.0	0.6	0.0	0.7	0.7	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	4.5	0.0	0.0	3.7	0.0	0.0	2.8	0.0	2.7	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	0.0	41.3	0.0	0.0	2.9	0.0	3.0	0.7	0.0	0.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		111			93			956			1115	
Approach Delay, s/veh		42.3			41.3			2.9			0.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.1	12.9	77.1	12.9
Change Period (Y+Rc), s	* 4.5	5.1	* 4.5	5.1
Max Green Setting (Gmax), s	* 58	22.9	* 58	22.9
Max Q Clear Time (g_c+I1), s	8.5	7.4	2.0	6.5
Green Ext Time (p_c), s	8.0	0.4	10.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	57	20	12	48	26	14	839	27	18	969	39
Future Volume (veh/h)	25	57	20	12	48	26	14	839	27	18	969	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	62	22	13	52	28	15	912	29	20	1053	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	77	94	30	58	94	46	58	2718	86	63	2689	106
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
Prop Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.81	0.81	0.81	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.3	0.0	0.0	41.3	0.0	0.0	2.9	0.0	3.0	0.7	0.0	0.9
Ln Grp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		111			93			956			1115	
Approach Delay, s/veh		42.3			41.3			2.9			0.8	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		77.1		12.9		77.1		12.9
Change Period (Y+Rc), s		* 4.5		5.1		* 4.5		5.1
Max Green (Gmax), s		* 58		22.9		* 58		22.9
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		8.5		7.4		2.0		6.5
Green Ext Time (g_e), s		8.0		0.4		10.2		0.4
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		21		314		27		149

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3370		1090		3333		1088

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		106		347		132		533

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T		L+T+R		L+T		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	496	0	111	0	579	0	93
Grp Sat Flow (s), veh/h/ln	0	1814	0	1750	0	1813	0	1770
Q Serve Time (g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.3	0.0	5.4	0.0	0.0	0.0	4.5
Perm LT Sat Flow (s_l), veh/h/ln	0	523	0	1339	0	605	0	1335
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1848	0	0	0	1857
Perm LT Eff Green (g_p), s	0.0	72.6	0.0	7.8	0.0	72.6	0.0	7.8
Perm LT Serve Time (g_u), s	0.0	72.6	0.0	3.3	0.0	66.1	0.0	2.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	43.1	0.0	2.0	0.0	40.3	0.0	3.1
Serve Time pre Blk (g_fs), s	0.0	6.3	0.0	2.0	0.0	0.0	0.0	3.1
Prop LT Inside Lane (P_L)	0.00	0.03	0.00	0.24	0.00	0.03	0.00	0.14
Lane Grp Cap (c), veh/h	0	1505	0	201	0	1504	0	199
V/C Ratio (X)	0.00	0.33	0.00	0.55	0.00	0.39	0.00	0.47
Avail Cap (c_a), veh/h	0	1505	0	477	0	1504	0	481
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.3	0.0	40.0	0.0	0.0	0.0	39.6
Incr Delay (d2), s/veh	0.0	0.6	0.0	2.3	0.0	0.7	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.9	0.0	42.3	0.0	0.7	0.0	41.3
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	2.4	0.0	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	2.8	0.0	4.5	0.0	0.6	0.0	3.7
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.80	0.00	0.02	0.00	0.62
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	460	0	0	0	536	0	0
Grp Sat Flow (s), veh/h/ln	0	1683	0	0	0	1678	0	0
Q Serve Time (g_s), s	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.20	0.00	0.08	0.00	0.30
Lane Grp Cap (c), veh/h	0	1358	0	0	0	1354	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1358	0	0	0	1354	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.0	0.0	0.0	0.0	0.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	2.7	0.0	0.0	0.0	0.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

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

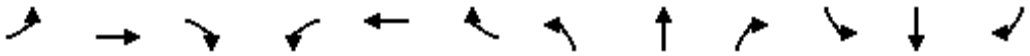
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	110	97	13	7	14
Future Vol, veh/h	10	110	97	13	7	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	120	105	14	8	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	119	0	-	0	254	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1469	-	-	-	735	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1469	-	-	-	729	941
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	858
HCM Lane V/C Ratio	0.007	-	-	-	0.027
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



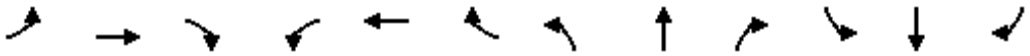
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	10	60	41	44	74	40	43	79	18	16	252	15
Future Volume (veh/h)	10	60	41	44	74	40	43	79	18	16	252	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	65	45	48	80	43	47	86	20	17	274	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	175	111	160	160	73	339	587	123	106	1036	58
Arrive On Green	0.06	0.06	0.06	0.17	0.17	0.17	0.61	0.61	0.61	0.81	0.81	0.81
Sat Flow, veh/h	73	1008	640	330	924	421	386	967	204	35	1706	96
Grp Volume(v), veh/h	121	0	0	171	0	0	153	0	0	307	0	0
Grp Sat Flow(s),veh/h/ln	1721	0	0	1675	0	0	1557	0	0	1837	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	4.0	0.0	0.0	1.6	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.09		0.37	0.28		0.25	0.31		0.13	0.06		0.05
Lane Grp Cap(c), veh/h	385	0	0	392	0	0	1049	0	0	1199	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.44	0.00	0.00	0.15	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	767	0	0	754	0	0	1049	0	0	1199	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.73	0.00	0.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	17.0	0.0	0.0	3.8	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	0.0	2.7	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	17.8	0.0	0.0	4.1	0.0	0.0	2.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		121			171			153			307	
Approach Delay, s/veh		19.4			17.8			4.1			2.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.2		12.8		32.2		12.8				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		3.6		5.0		3.8		6.0				
Green Ext Time (p_c), s		0.7		0.5		1.5		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	60	41	44	74	40	43	79	18	16	252	15
Future Volume (veh/h)	10	60	41	44	74	40	43	79	18	16	252	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	65	45	48	80	43	47	86	20	17	274	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	100	175	111	160	160	73	339	587	123	106	1036	58
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Prop Arrive On Green	0.06	0.06	0.06	0.17	0.17	0.17	0.61	0.61	0.61	0.81	0.81	0.81
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.4	0.0	0.0	17.8	0.0	0.0	4.1	0.0	0.0	2.3	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		121			171			153			307	
Approach Delay, s/veh		19.4			17.8			4.1			2.3	
Approach LOS		B			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		32.2		12.8		32.2		12.8
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.5		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		3.6		5.0		3.8		6.0
Green Ext Time (g_e), s		0.7		0.5		1.5		0.7
Prob of Phs Call (p_c)		1.00		0.97		1.00		0.97
Prob of Max Out (p_x)		0.00		0.01		0.00		0.03

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		386		73		35		330

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		967		1008		1706		924

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		204		640		96		421

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	153	0	121	0	307	0	171
Grp Sat Flow (s), veh/h/ln	0	1557	0	1721	0	1837	0	1675
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	1.6	0.0	3.0	0.0	1.8	0.0	4.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1106	0	1288	0	1308	0	1304
Shared LT Sat Flow (s_sh), veh/h/ln	0	1842	0	1862	0	1865	0	1844
Perm LT Eff Green (g_p), s	0.0	27.3	0.0	7.8	0.0	27.3	0.0	7.8
Perm LT Serve Time (g_u), s	0.0	25.5	0.0	3.8	0.0	25.7	0.0	4.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Time to First Blk (g_f), s	0.0	4.5	0.0	4.1	0.0	17.7	0.0	2.2
Serve Time pre Blk (g_fs), s	0.0	1.6	0.0	3.0	0.0	1.8	0.0	2.2
Prop LT Inside Lane (P_L)	0.00	0.31	0.00	0.09	0.00	0.06	0.00	0.28
Lane Grp Cap (c), veh/h	0	1049	0	385	0	1199	0	392
V/C Ratio (X)	0.00	0.15	0.00	0.31	0.00	0.26	0.00	0.44
Avail Cap (c_a), veh/h	0	1049	0	767	0	1199	0	754
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.73	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.8	0.0	19.0	0.0	1.9	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.5	0.0	0.4	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.1	0.0	19.4	0.0	2.3	0.0	17.8
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.1	0.0	0.3	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.8	0.0	2.1	0.0	0.8	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.42	0.00	0.04	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.00	0.37	0.00	0.05	0.00	0.25
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

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

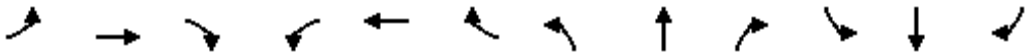
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	509	11	13	662	2	9
Future Vol, veh/h	509	11	13	662	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	35	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	553	12	14	720	2	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	565	0	875	283
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	-	-	4.14	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.22	-	3.67	3.32
Pot Cap-1 Maneuver	-	-	1003	-	321	714
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1003	-	314	714
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	580	-	-	1003	-
HCM Lane V/C Ratio	0.021	-	-	0.014	-
HCM Control Delay (s)	11.3	-	-	8.6	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



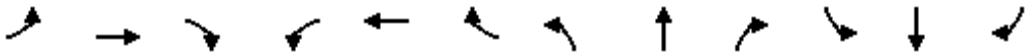
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	437	34	26	453	33	67	185	131	12	50	13
Future Volume (veh/h)	54	437	34	26	453	33	67	185	131	12	50	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	475	37	28	492	36	73	201	142	13	54	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	2055	160	570	2066	151	111	244	160	90	335	79
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.47	0.47	0.47	0.28	0.28	0.28
Sat Flow, veh/h	875	3341	259	888	3358	245	230	873	572	155	1200	283
Grp Volume(v), veh/h	59	252	260	28	260	268	416	0	0	81	0	0
Grp Sat Flow(s),veh/h/ln	875	1777	1824	888	1777	1826	1675	0	0	1638	0	0
Q Serve(g_s), s	2.9	5.7	5.8	1.3	5.9	6.0	15.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.9	5.7	5.8	7.1	5.9	6.0	20.3	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.13	0.18		0.34	0.16		0.17
Lane Grp Cap(c), veh/h	560	1093	1122	570	1093	1124	515	0	0	504	0	0
V/C Ratio(X)	0.11	0.23	0.23	0.05	0.24	0.24	0.81	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	560	1093	1122	570	1093	1124	934	0	0	914	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	7.8	7.8	9.4	7.8	7.8	22.6	0.0	0.0	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.2	0.5	0.5	2.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.8	4.0	0.5	4.0	4.1	10.5	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	8.3	8.3	9.5	8.3	8.3	25.5	0.0	0.0	24.6	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		571			556			416			81	
Approach Delay, s/veh		8.5			8.4			25.5			24.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.9		30.1		59.9		30.1				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 33		48.0		* 33		48.0				
Max Q Clear Time (g_c+I1), s		9.1		22.3		10.9		5.0				
Green Ext Time (p_c), s		3.4		2.8		3.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	437	34	26	453	33	67	185	131	12	50	13
Future Volume (veh/h)	54	437	34	26	453	33	67	185	131	12	50	13
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	475	37	28	492	36	73	201	142	13	54	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	560	2055	160	570	2066	151	111	244	160	90	335	79
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Prop Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.47	0.47	0.47	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.2	8.3	8.3	9.5	8.3	8.3	25.5	0.0	0.0	24.6	0.0	0.0
Ln Grp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		571			556			416			81	
Approach Delay, s/veh		8.5			8.4			25.5			24.6	
Approach LOS		A			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		59.9		30.1		59.9		30.1
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 33		48.0		* 33		48.0
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		9.1		22.3		10.9		5.0
Green Ext Time (g_e), s		3.4		2.8		3.4		0.5
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		888		230		875		155

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3358		873		3341		1200

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		245		572		259		283

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	28	0	416	0	59	0	81
Grp Sat Flow (s), veh/h/ln	0	888	0	1675	0	875	0	1638
Q Serve Time (g_s), s	0.0	1.3	0.0	15.1	0.0	2.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.1	0.0	20.3	0.0	8.9	0.0	3.0
Perm LT Sat Flow (s_l), veh/h/ln	0	888	0	1354	0	875	0	1054
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1854	0	0	0	1501
Perm LT Eff Green (g_p), s	0.0	55.4	0.0	25.1	0.0	55.4	0.0	25.1
Perm LT Serve Time (g_u), s	0.0	49.6	0.0	22.1	0.0	49.4	0.0	4.8
Perm LT Q Serve Time (g_ps), s	0.0	1.3	0.0	15.1	0.0	2.9	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	9.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	3.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.18	0.00	1.00	0.00	0.16
Lane Grp Cap (c), veh/h	0	570	0	515	0	560	0	504
V/C Ratio (X)	0.00	0.05	0.00	0.81	0.00	0.11	0.00	0.16
Avail Cap (c_a), veh/h	0	570	0	934	0	560	0	914
Upstream Filter (I)	0.00	1.00	0.00	0.95	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	22.6	0.0	9.8	0.0	24.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.9	0.0	0.4	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.5	0.0	25.5	0.0	10.2	0.0	24.6
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	6.0	0.0	0.5	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.63	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.5	0.0	10.5	0.0	1.1	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.45	0.00	0.54	0.00	0.51
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	260	0	0	0	252	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	5.9	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.9	0.0	0.0	0.0	5.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1093	0	0	0	1093	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	1093	0	0	0	1093	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.8	0.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	0.0	0.0	8.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.0	0.0	0.0	0.0	3.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.68	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	268	0	0	0	260	0	0
Grp Sat Flow (s), veh/h/ln	0	1826	0	0	0	1824	0	0
Q Serve Time (g_s), s	0.0	6.0	0.0	0.0	0.0	5.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.0	0.0	0.0	0.0	5.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.00	0.34	0.00	0.14	0.00	0.17
Lane Grp Cap (c), veh/h	0	1124	0	0	0	1122	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	1124	0	0	0	1122	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.8	0.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	0.0	0.0	8.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.1	0.0	0.0	0.0	4.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.70	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	115	33	30	77	57	6	980	37	6	659	54
Future Volume (veh/h)	54	115	33	30	77	57	6	980	37	6	659	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	125	36	33	84	62	7	1065	40	7	716	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	167	44	80	145	94	45	2496	93	46	2368	194
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.73	0.73	0.73	1.00	1.00	1.00
Sat Flow, veh/h	349	1036	271	205	899	585	6	3407	127	8	3232	264
Grp Volume(v), veh/h	220	0	0	179	0	0	585	0	527	413	0	369
Grp Sat Flow(s),veh/h/ln	1657	0	0	1689	0	0	1861	0	1679	1850	0	1654
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.5	0.0	0.0	8.8	0.0	0.0	10.9	0.0	11.0	0.0	0.0	0.0
Prop In Lane	0.27		0.16	0.18		0.35	0.01		0.08	0.02		0.16
Lane Grp Cap(c), veh/h	317	0	0	319	0	0	1404	0	1230	1396	0	1212
V/C Ratio(X)	0.69	0.00	0.00	0.56	0.00	0.00	0.42	0.00	0.43	0.30	0.00	0.30
Avail Cap(c_a), veh/h	539	0	0	542	0	0	1404	0	1230	1396	0	1212
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	0.0	35.3	0.0	0.0	4.7	0.0	4.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.5	0.0	0.0	0.9	0.0	1.1	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	0.0	6.8	0.0	0.0	6.5	0.0	5.9	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	0.0	36.9	0.0	0.0	5.6	0.0	5.8	0.5	0.0	0.6
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		220			179			1112			782	
Approach Delay, s/veh		39.1			36.9			5.7			0.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.4	19.6	70.4	19.6
Change Period (Y+Rc), s	* 4.5	5.1	* 4.5	5.1
Max Green Setting (Gmax), s	* 54	26.9	* 54	26.9
Max Q Clear Time (g_c+I1), s	13.0	13.5	2.0	10.8
Green Ext Time (p_c), s	9.6	1.0	6.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	115	33	30	77	57	6	980	37	6	659	54
Future Volume (veh/h)	54	115	33	30	77	57	6	980	37	6	659	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	125	36	33	84	62	7	1065	40	7	716	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	107	167	44	80	145	94	45	2496	93	46	2368	194
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
Prop Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.73	0.73	0.73	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.1	0.0	0.0	36.9	0.0	0.0	5.6	0.0	5.8	0.5	0.0	0.6
Ln Grp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		220			179			1112			782	
Approach Delay, s/veh		39.1			36.9			5.7			0.6	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		70.4		19.6		70.4		19.6
Change Period (Y+Rc), s		* 4.5		5.1		* 4.5		5.1
Max Green (Gmax), s		* 54		26.9		* 54		26.9
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		13.0		13.5		2.0		10.8
Green Ext Time (g_e), s		9.6		1.0		6.0		0.9
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.03		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		6		349		8		205

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3407		1036		3232		899

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		127		271		264		585

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T		L+T+R		L+T		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	585	0	220	0	413	0	179
Grp Sat Flow (s), veh/h/ln	0	1861	0	1657	0	1850	0	1689
Q Serve Time (g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.9	0.0	11.5	0.0	0.0	0.0	8.8
Perm LT Sat Flow (s_l), veh/h/ln	0	707	0	1262	0	518	0	1245
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1630	0	0	0	1672
Perm LT Eff Green (g_p), s	0.0	65.9	0.0	14.5	0.0	65.9	0.0	14.5
Perm LT Serve Time (g_u), s	0.0	65.9	0.0	5.7	0.0	54.9	0.0	3.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	49.2	0.0	2.8	0.0	49.2	0.0	4.8
Serve Time pre Blk (g_fs), s	0.0	10.9	0.0	2.8	0.0	0.0	0.0	4.8
Prop LT Inside Lane (P_L)	0.00	0.01	0.00	0.27	0.00	0.02	0.00	0.18
Lane Grp Cap (c), veh/h	0	1404	0	317	0	1396	0	319
V/C Ratio (X)	0.00	0.42	0.00	0.69	0.00	0.30	0.00	0.56
Avail Cap (c_a), veh/h	0	1404	0	539	0	1396	0	542
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	4.7	0.0	36.4	0.0	0.0	0.0	35.3
Incr Delay (d2), s/veh	0.0	0.9	0.0	2.7	0.0	0.5	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.6	0.0	39.1	0.0	0.5	0.0	36.9
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	4.6	0.0	0.0	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.2	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.75	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	6.5	0.0	8.4	0.0	0.4	0.0	6.8
%ile Storage Ratio (RQ%)	0.00	0.38	0.00	1.50	0.00	0.02	0.00	1.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	527	0	0	0	369	0	0
Grp Sat Flow (s), veh/h/ln	0	1679	0	0	0	1654	0	0
Q Serve Time (g_s), s	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.16	0.00	0.16	0.00	0.35
Lane Grp Cap (c), veh/h	0	1230	0	0	0	1212	0	0
V/C Ratio (X)	0.00	0.43	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	1230	0	0	0	1212	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.8	0.0	0.0	0.0	0.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	5.9	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

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

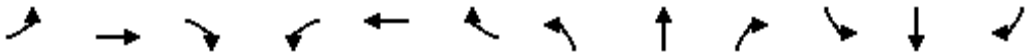
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	167	152	11	20	21
Future Vol, veh/h	22	167	152	11	20	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	182	165	12	22	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	177	0	-	0	401	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1399	-	-	-	605	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1399	-	-	-	594	873
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1399	-	-	-	710
HCM Lane V/C Ratio	0.017	-	-	-	0.063
HCM Control Delay (s)	7.6	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



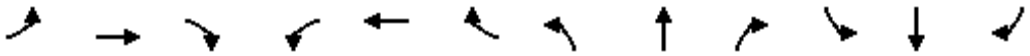
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	14	127	33	34	100	45	40	220	87	18	85	22
Future Volume (veh/h)	14	127	33	34	100	45	40	220	87	18	85	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	138	36	37	109	49	43	239	95	20	92	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	242	60	133	191	77	152	724	265	182	755	181
Arrive On Green	0.06	0.06	0.06	0.18	0.18	0.18	0.60	0.60	0.60	1.00	1.00	1.00
Sat Flow, veh/h	71	1371	339	215	1085	436	105	1199	439	149	1250	300
Grp Volume(v), veh/h	189	0	0	195	0	0	377	0	0	136	0	0
Grp Sat Flow(s),veh/h/ln	1782	0	0	1736	0	0	1743	0	0	1699	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0	4.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.08		0.19	0.19		0.25	0.11		0.25	0.15		0.18
Lane Grp Cap(c), veh/h	401	0	0	401	0	0	1141	0	0	1117	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.49	0.00	0.00	0.33	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	789	0	0	766	0	0	1141	0	0	1117	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	17.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	0.0	0.0	3.1	0.0	0.0	2.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	18.0	0.0	0.0	5.3	0.0	0.0	0.2	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		189			195			377			136	
Approach Delay, s/veh		20.5			18.0			5.3			0.2	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.1		12.9		32.1		12.9				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		6.8		6.6		2.0		6.5				
Green Ext Time (p_c), s		1.7		0.7		0.6		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		10.5
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	127	33	34	100	45	40	220	87	18	85	22
Future Volume (veh/h)	14	127	33	34	100	45	40	220	87	18	85	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	138	36	37	109	49	43	239	95	20	92	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	99	242	60	133	191	77	152	724	265	182	755	181
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.06	0.06	0.06	0.18	0.18	0.18	0.60	0.60	0.60	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.5	0.0	0.0	18.0	0.0	0.0	5.3	0.0	0.0	0.2	0.0	0.0
Ln Grp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		189			195			377			136	
Approach Delay, s/veh		20.5			18.0			5.3			0.2	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		32.1		12.9		32.1		12.9
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.4		5.3		5.4		5.4
Max Q Clear (g_c+I1), s		6.8		6.6		2.0		6.5
Green Ext Time (g_e), s		1.7		0.7		0.6		0.8
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		0.00		0.05		0.00		0.05

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		105		71		149		215

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1199		1371		1250		1085

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		439		339		300		436

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	377	0	189	0	136	0	195
Grp Sat Flow (s), veh/h/ln	0	1743	0	1782	0	1699	0	1736
Q Serve Time (g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.8	0.0	4.6	0.0	0.0	0.0	4.5
Perm LT Sat Flow (s_l), veh/h/ln	0	1296	0	1248	0	1063	0	1230
Shared LT Sat Flow (s_sh), veh/h/ln	0	1860	0	1863	0	1857	0	1853
Perm LT Eff Green (g_p), s	0.0	27.2	0.0	7.9	0.0	27.2	0.0	7.9
Perm LT Serve Time (g_u), s	0.0	27.2	0.0	3.5	0.0	22.4	0.0	3.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	12.5	0.0	3.9	0.0	10.3	0.0	2.7
Serve Time pre Blk (g_fs), s	0.0	4.8	0.0	3.9	0.0	0.0	0.0	2.7
Prop LT Inside Lane (P_L)	0.00	0.11	0.00	0.08	0.00	0.15	0.00	0.19
Lane Grp Cap (c), veh/h	0	1141	0	401	0	1117	0	401
V/C Ratio (X)	0.00	0.33	0.00	0.47	0.00	0.12	0.00	0.49
Avail Cap (c_a), veh/h	0	1141	0	789	0	1117	0	766
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	4.5	0.0	19.6	0.0	0.0	0.0	17.1
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.9	0.0	0.2	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
Control Delay (d), s/veh	0.0	5.3	0.0	20.5	0.0	0.2	0.0	18.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	1.8	0.0	0.0	0.0	1.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	2.2	0.0	3.4	0.0	0.1	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.69	0.00	0.01	0.00	0.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.25	0.00	0.19	0.00	0.18	0.00	0.25
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

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

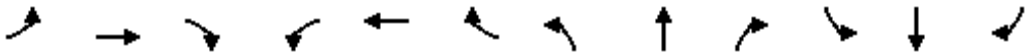
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	437	12	8	696	0	82
Future Vol, veh/h	437	12	8	696	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	35	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	475	13	9	757	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	488	0	803	244
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.14	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.22	-	3.67	3.32
Pot Cap-1 Maneuver	-	-	1071	-	353	757
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1071	-	348	757
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	757	-	-	1071	-
HCM Lane V/C Ratio	0.118	-	-	0.008	-
HCM Control Delay (s)	10.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-



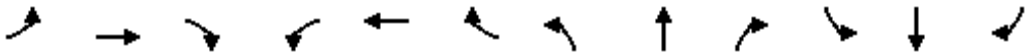
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	451	73	60	612	30	3	30	34	6	255	48
Future Volume (veh/h)	15	451	73	60	612	30	3	30	34	6	255	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	490	79	65	665	33	3	33	37	7	277	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	525	2064	331	594	2319	115	46	183	192	44	337	62
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	748	3067	492	843	3446	171	18	826	868	13	1521	281
Grp Volume(v), veh/h	16	283	286	65	343	355	73	0	0	336	0	0
Grp Sat Flow(s),veh/h/ln	748	1777	1782	843	1777	1840	1712	0	0	1814	0	0
Q Serve(g_s), s	0.8	5.6	5.6	2.9	7.0	7.0	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	7.8	5.6	5.6	8.6	7.0	7.0	3.1	0.0	0.0	15.9	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.09	0.04		0.51	0.02		0.15
Lane Grp Cap(c), veh/h	525	1196	1199	594	1196	1238	421	0	0	443	0	0
V/C Ratio(X)	0.03	0.24	0.24	0.11	0.29	0.29	0.17	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	525	1196	1199	594	1196	1238	792	0	0	845	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.6	5.7	5.7	7.4	6.0	6.0	28.5	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.4	0.6	0.6	0.2	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	3.5	3.5	1.0	4.4	4.6	2.3	0.0	0.0	11.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	6.2	6.2	7.8	6.6	6.5	28.7	0.0	0.0	36.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	D	A	A
Approach Vol, veh/h		585			763			73			336	
Approach Delay, s/veh		6.2			6.7			28.7			36.2	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.1		24.9		65.1		24.9				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 41		40.0		* 41		40.0				
Max Q Clear Time (g_c+I1), s		10.6		5.1		9.8		17.9				
Green Ext Time (p_c), s		5.3		0.4		3.9		2.0				

Intersection Summary		
HCM 6th Ctrl Delay		13.1
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	451	73	60	612	30	3	30	34	6	255	48
Future Volume (veh/h)	15	451	73	60	612	30	3	30	34	6	255	48
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	490	79	65	665	33	3	33	37	7	277	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	525	2064	331	594	2319	115	46	183	192	44	337	62
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
Prop Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.7	6.2	6.2	7.8	6.6	6.5	28.7	0.0	0.0	36.2	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	C	A	A	D	A	A
Approach Vol, veh/h		585			763			73			336	
Approach Delay, s/veh		6.2			6.7			28.7			36.2	
Approach LOS		A			A			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		65.1		24.9		65.1		24.9
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 41		40.0		* 41		40.0
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.3
Max Q Clear (g_c+I1), s		10.6		5.1		9.8		17.9
Green Ext Time (g_e), s		5.3		0.4		3.9		2.0
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		843		18		748		13

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3446		826		3067		1521

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		171		868		492		281

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	65	0	73	0	16	0	336
Grp Sat Flow (s), veh/h/ln	0	843	0	1712	0	748	0	1814
Q Serve Time (g_s), s	0.0	2.9	0.0	0.0	0.0	0.8	0.0	2.9
Cycle Q Clear Time (g_c), s	0.0	8.6	0.0	3.1	0.0	7.8	0.0	15.9
Perm LT Sat Flow (s_l), veh/h/ln	0	843	0	1068	0	748	0	1352
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1867	0	0	0	1868
Perm LT Eff Green (g_p), s	0.0	60.6	0.0	19.9	0.0	60.6	0.0	19.9
Perm LT Serve Time (g_u), s	0.0	54.9	0.0	4.0	0.0	53.5	0.0	16.8
Perm LT Q Serve Time (g_ps), s	0.0	2.9	0.0	0.0	0.0	0.8	0.0	2.9
Time to First Blk (g_f), s	0.0	0.0	0.0	14.8	0.0	0.0	0.0	13.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	13.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.02
Lane Grp Cap (c), veh/h	0	594	0	421	0	525	0	443
V/C Ratio (X)	0.00	0.11	0.00	0.17	0.00	0.03	0.00	0.76
Avail Cap (c_a), veh/h	0	594	0	792	0	525	0	845
Upstream Filter (I)	0.00	1.00	0.00	0.99	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.4	0.0	28.5	0.0	7.6	0.0	33.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.2	0.0	0.1	0.0	2.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.8	0.0	28.7	0.0	7.7	0.0	36.2
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	1.3	0.0	0.1	0.0	6.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.61
%ile Back of Q (95%), veh/ln	0.0	1.0	0.0	2.3	0.0	0.2	0.0	11.6
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.10	0.00	0.12	0.00	2.51
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	343	0	0	0	283	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	7.0	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	0.0	0.0	5.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1196	0	0	0	1196	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1196	0	0	0	1196	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.0	0.0	0.0	0.0	5.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.6	0.0	0.0	0.0	6.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.0	0.0	1.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.4	0.0	0.0	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.62	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	355	0	0	0	286	0	0
Grp Sat Flow (s), veh/h/ln	0	1840	0	0	0	1782	0	0
Q Serve Time (g_s), s	0.0	7.0	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	0.0	0.0	5.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.51	0.00	0.28	0.00	0.15
Lane Grp Cap (c), veh/h	0	1238	0	0	0	1199	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1238	0	0	0	1199	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.0	0.0	0.0	0.0	5.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.5	0.0	0.0	0.0	6.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	1.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.6	0.0	0.0	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.62	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

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

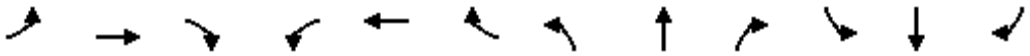
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	63	20	13	57	26	14	839	33	18	969	39
Future Volume (veh/h)	25	63	20	13	57	26	14	839	33	18	969	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	68	22	14	62	28	15	912	36	20	1053	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	102	30	58	104	43	58	2685	105	63	2678	106
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.80	0.80	0.80	1.00	1.00	1.00
Sat Flow, veh/h	297	1134	331	145	1155	479	21	3342	131	27	3333	132
Grp Volume(v), veh/h	117	0	0	104	0	0	501	0	462	579	0	536
Grp Sat Flow(s),veh/h/ln	1762	0	0	1778	0	0	1815	0	1679	1813	0	1678
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	5.0	0.0	0.0	6.5	0.0	6.7	0.0	0.0	0.0
Prop In Lane	0.23		0.19	0.13		0.27	0.03		0.08	0.03		0.08
Lane Grp Cap(c), veh/h	208	0	0	205	0	0	1500	0	1349	1498	0	1348
V/C Ratio(X)	0.56	0.00	0.00	0.51	0.00	0.00	0.33	0.00	0.34	0.39	0.00	0.40
Avail Cap(c_a), veh/h	479	0	0	483	0	0	1500	0	1349	1498	0	1348
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	0.0	0.0	39.6	0.0	0.0	2.4	0.0	2.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.9	0.0	0.0	0.6	0.0	0.7	0.8	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	4.7	0.0	0.0	4.1	0.0	0.0	2.9	0.0	2.8	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	0.0	41.5	0.0	0.0	3.0	0.0	3.1	0.8	0.0	0.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		117			104			963			1115	
Approach Delay, s/veh		42.2			41.5			3.0			0.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	76.8	13.2	76.8	13.2
Change Period (Y+Rc), s	* 4.5	5.1	* 4.5	5.1
Max Green Setting (Gmax), s	* 58	22.9	* 58	22.9
Max Q Clear Time (g_c+I1), s	8.7	7.7	2.0	7.0
Green Ext Time (p_c), s	8.1	0.5	10.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	63	20	13	57	26	14	839	33	18	969	39
Future Volume (veh/h)	25	63	20	13	57	26	14	839	33	18	969	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	68	22	14	62	28	15	912	36	20	1053	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	76	102	30	58	104	43	58	2685	105	63	2678	106
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
Prop Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.80	0.80	0.80	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.2	0.0	0.0	41.5	0.0	0.0	3.0	0.0	3.1	0.8	0.0	0.9
Ln Grp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		117			104			963			1115	
Approach Delay, s/veh		42.2			41.5			3.0			0.8	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		76.8		13.2		76.8		13.2
Change Period (Y+Rc), s		* 4.5		5.1		* 4.5		5.1
Max Green (Gmax), s		* 58		22.9		* 58		22.9
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		8.7		7.7		2.0		7.0
Green Ext Time (g_e), s		8.1		0.5		10.2		0.4
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data				
Assigned Mvmt	5	7	1	3
Mvmt Sat Flow, veh/h	21	297	27	145

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	3342	1134	3333	1155

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	131	331	132	479

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	3	
Lane Assignment		L+T		L+T+R		L+T		L+T+R	

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	501	0	117	0	579	0	104
Grp Sat Flow (s), veh/h/ln	0	1815	0	1762	0	1813	0	1778
Q Serve Time (g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.5	0.0	5.7	0.0	0.0	0.0	5.0
Perm LT Sat Flow (s_l), veh/h/ln	0	523	0	1327	0	601	0	1327
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1849	0	0	0	1858
Perm LT Eff Green (g_p), s	0.0	72.3	0.0	8.1	0.0	72.3	0.0	8.1
Perm LT Serve Time (g_u), s	0.0	72.3	0.0	3.1	0.0	65.6	0.0	2.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	43.2	0.0	2.1	0.0	40.2	0.0	3.2
Serve Time pre Blk (g_fs), s	0.0	6.5	0.0	2.1	0.0	0.0	0.0	3.2
Prop LT Inside Lane (P_L)	0.00	0.03	0.00	0.23	0.00	0.03	0.00	0.13
Lane Grp Cap (c), veh/h	0	1500	0	208	0	1498	0	205
V/C Ratio (X)	0.00	0.33	0.00	0.56	0.00	0.39	0.00	0.51
Avail Cap (c_a), veh/h	0	1500	0	479	0	1498	0	483
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.4	0.0	39.8	0.0	0.0	0.0	39.6
Incr Delay (d2), s/veh	0.0	0.6	0.0	2.4	0.0	0.8	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.0	0.0	42.2	0.0	0.8	0.0	41.5
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	2.5	0.0	0.0	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	2.9	0.0	4.7	0.0	0.6	0.0	4.1
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.84	0.00	0.02	0.00	0.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	462	0	0	0	536	0	0
Grp Sat Flow (s), veh/h/ln	0	1679	0	0	0	1678	0	0
Q Serve Time (g_s), s	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.19	0.00	0.08	0.00	0.27
Lane Grp Cap (c), veh/h	0	1349	0	0	0	1348	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1349	0	0	0	1348	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.1	0.0	0.0	0.0	0.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	2.8	0.0	0.0	0.0	0.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

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

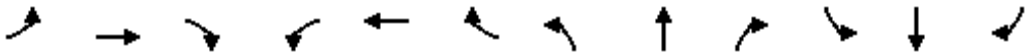
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	110	107	83	7	14
Future Vol, veh/h	22	110	107	83	7	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	120	116	90	8	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	206	0	-	0	329	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1365	-	-	-	665	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1365	-	-	-	652	884
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1365	-	-	-	790
HCM Lane V/C Ratio	0.018	-	-	-	0.029
HCM Control Delay (s)	7.7	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



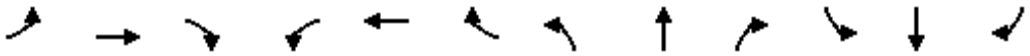
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	10	60	41	44	101	40	43	79	18	16	255	67
Future Volume (veh/h)	10	60	41	44	101	40	43	79	18	16	255	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	65	45	48	110	43	47	86	20	17	277	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	177	113	149	184	63	333	576	121	101	852	216
Arrive On Green	0.06	0.06	0.06	0.17	0.17	0.17	0.61	0.61	0.61	0.81	0.81	0.81
Sat Flow, veh/h	74	1016	645	285	1051	364	377	951	200	29	1408	357
Grp Volume(v), veh/h	121	0	0	201	0	0	153	0	0	367	0	0
Grp Sat Flow(s),veh/h/ln	1734	0	0	1700	0	0	1528	0	0	1793	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	4.8	0.0	0.0	1.6	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.09		0.37	0.24		0.21	0.31		0.13	0.05		0.20
Lane Grp Cap(c), veh/h	390	0	0	396	0	0	1029	0	0	1169	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.51	0.00	0.00	0.15	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	769	0	0	763	0	0	1029	0	0	1169	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.72	0.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	17.3	0.0	0.0	3.8	0.0	0.0	2.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	0.0	3.2	0.0	0.0	0.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	18.3	0.0	0.0	4.1	0.0	0.0	2.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		121			201			153			367	
Approach Delay, s/veh		19.4			18.3			4.1			2.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.1		12.9		32.1		12.9				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		3.6		5.0		4.4		6.8				
Green Ext Time (p_c), s		0.7		0.5		1.8		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	9.0	
HCM 6th LOS	A	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	60	41	44	101	40	43	79	18	16	255	67
Future Volume (veh/h)	10	60	41	44	101	40	43	79	18	16	255	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	65	45	48	110	43	47	86	20	17	277	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	100	177	113	149	184	63	333	576	121	101	852	216
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Prop Arrive On Green	0.06	0.06	0.06	0.17	0.17	0.17	0.61	0.61	0.61	0.81	0.81	0.81
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.4	0.0	0.0	18.3	0.0	0.0	4.1	0.0	0.0	2.5	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		121			201			153			367	
Approach Delay, s/veh		19.4			18.3			4.1			2.5	
Approach LOS		B			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		32.1		12.9		32.1		12.9
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.6		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		3.6		5.0		4.4		6.8
Green Ext Time (g_e), s		0.7		0.5		1.8		0.8
Prob of Phs Call (p_c)		1.00		0.98		1.00		0.98
Prob of Max Out (p_x)		0.00		0.01		0.00		0.06

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		377		74		29		285

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		951		1016		1408		1051

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		200		645		357		364

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	153	0	121	0	367	0	201
Grp Sat Flow (s), veh/h/ln	0	1528	0	1734	0	1793	0	1700
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear Time (g_c), s	0.0	1.6	0.0	3.0	0.0	2.4	0.0	4.8
Perm LT Sat Flow (s_l), veh/h/ln	0	1047	0	1254	0	1308	0	1304
Shared LT Sat Flow (s_sh), veh/h/ln	0	1842	0	1862	0	1866	0	1848
Perm LT Eff Green (g_p), s	0.0	27.2	0.0	7.9	0.0	27.2	0.0	7.9
Perm LT Serve Time (g_u), s	0.0	24.8	0.0	3.0	0.0	25.6	0.0	4.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Time to First Blk (g_f), s	0.0	4.5	0.0	4.1	0.0	17.7	0.0	2.2
Serve Time pre Blk (g_fs), s	0.0	1.6	0.0	3.0	0.0	2.4	0.0	2.2
Prop LT Inside Lane (P_L)	0.00	0.31	0.00	0.09	0.00	0.05	0.00	0.24
Lane Grp Cap (c), veh/h	0	1029	0	390	0	1169	0	396
V/C Ratio (X)	0.00	0.15	0.00	0.31	0.00	0.31	0.00	0.51
Avail Cap (c_a), veh/h	0	1029	0	769	0	1169	0	763
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.72	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.8	0.0	18.9	0.0	2.0	0.0	17.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.4	0.0	0.5	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.1	0.0	19.4	0.0	2.5	0.0	18.3
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.1	0.0	0.4	0.0	1.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.8	0.0	2.1	0.0	1.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.42	0.00	0.04	0.00	0.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.00	0.37	0.00	0.20	0.00	0.21
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

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

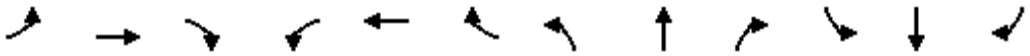
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	509	19	13	662	2	89
Future Vol, veh/h	509	19	13	662	2	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	35	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	553	21	14	720	2	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	574	0	880	287
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	-	-	4.14	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.22	-	3.67	3.32
Pot Cap-1 Maneuver	-	-	995	-	319	710
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	995	-	312	710
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	995	-
HCM Lane V/C Ratio	0.143	-	-	0.014	-
HCM Control Delay (s)	11.1	-	-	8.7	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-



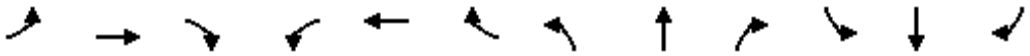
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	459	89	26	453	33	67	185	131	12	53	13
Future Volume (veh/h)	58	459	89	26	453	33	67	185	131	12	53	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	499	97	28	492	36	73	201	142	13	58	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	561	1828	353	522	2067	151	111	243	159	87	345	76
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.47	0.47	0.47	0.28	0.28	0.28
Sat Flow, veh/h	875	2969	574	822	3358	245	230	872	571	146	1238	273
Grp Volume(v), veh/h	63	298	298	28	260	268	416	0	0	85	0	0
Grp Sat Flow(s),veh/h/ln	875	1777	1767	822	1777	1826	1674	0	0	1657	0	0
Q Serve(g_s), s	3.1	7.0	7.0	1.5	5.9	6.0	15.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.1	7.0	7.0	8.5	5.9	6.0	20.3	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.13	0.18		0.34	0.15		0.16
Lane Grp Cap(c), veh/h	561	1094	1088	522	1094	1124	514	0	0	508	0	0
V/C Ratio(X)	0.11	0.27	0.27	0.05	0.24	0.24	0.81	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	561	1094	1088	522	1094	1124	897	0	0	885	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	8.0	8.0	10.0	7.8	7.8	22.6	0.0	0.0	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.2	0.5	0.5	3.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	4.7	4.7	0.5	4.0	4.1	10.5	0.0	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	8.6	8.6	10.2	8.3	8.3	25.6	0.0	0.0	24.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		659			556			416			85	
Approach Delay, s/veh		8.8			8.4			25.6			24.7	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.9		30.1		59.9		30.1				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 35		46.0		* 35		46.0				
Max Q Clear Time (g_c+I1), s		10.5		22.3		11.1		5.2				
Green Ext Time (p_c), s		3.5		2.8		4.2		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	459	89	26	453	33	67	185	131	12	53	13
Future Volume (veh/h)	58	459	89	26	453	33	67	185	131	12	53	13
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	499	97	28	492	36	73	201	142	13	58	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	561	1828	353	522	2067	151	111	243	159	87	345	76
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Prop Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.47	0.47	0.47	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.3	8.6	8.6	10.2	8.3	8.3	25.6	0.0	0.0	24.7	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		659			556			416			85	
Approach Delay, s/veh		8.8			8.4			25.6			24.7	
Approach LOS		A			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		59.9		30.1		59.9		30.1
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 35		46.0		* 35		46.0
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		10.5		22.3		11.1		5.2
Green Ext Time (g_e), s		3.5		2.8		4.2		0.5
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.01		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		822		230		875		146

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3358		872		2969		1238

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		245		571		574		273

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	28	0	416	0	63	0	85
Grp Sat Flow (s), veh/h/ln	0	822	0	1674	0	875	0	1657
Q Serve Time (g_s), s	0.0	1.5	0.0	15.2	0.0	3.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	20.3	0.0	9.1	0.0	3.2
Perm LT Sat Flow (s_l), veh/h/ln	0	822	0	1349	0	875	0	1054
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1854	0	0	0	1526
Perm LT Eff Green (g_p), s	0.0	55.4	0.0	25.1	0.0	55.4	0.0	25.1
Perm LT Serve Time (g_u), s	0.0	48.4	0.0	21.9	0.0	49.4	0.0	4.8
Perm LT Q Serve Time (g_ps), s	0.0	1.5	0.0	15.2	0.0	3.1	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	9.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	3.2
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.18	0.00	1.00	0.00	0.15
Lane Grp Cap (c), veh/h	0	522	0	514	0	561	0	508
V/C Ratio (X)	0.00	0.05	0.00	0.81	0.00	0.11	0.00	0.17
Avail Cap (c_a), veh/h	0	522	0	897	0	561	0	885
Upstream Filter (I)	0.00	1.00	0.00	0.95	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.0	0.0	22.6	0.0	9.9	0.0	24.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	3.0	0.0	0.4	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.2	0.0	25.6	0.0	10.3	0.0	24.7
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	6.0	0.0	0.6	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.63	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	0.5	0.0	10.5	0.0	1.1	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.45	0.00	0.58	0.00	0.54
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	260	0	0	0	298	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	5.9	0.0	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.9	0.0	0.0	0.0	7.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1094	0	0	0	1094	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1094	0	0	0	1094	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.8	0.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	0.0	0.0	8.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.0	0.0	0.0	0.0	4.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.82	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	268	0	0	0	298	0	0
Grp Sat Flow (s), veh/h/ln	0	1826	0	0	0	1767	0	0
Q Serve Time (g_s), s	0.0	6.0	0.0	0.0	0.0	7.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.0	0.0	0.0	0.0	7.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.00	0.34	0.00	0.33	0.00	0.16
Lane Grp Cap (c), veh/h	0	1124	0	0	0	1088	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1124	0	0	0	1088	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.8	0.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	0.0	0.0	8.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	4.1	0.0	0.0	0.0	4.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.83	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	121	33	31	86	57	6	980	43	6	659	54
Future Volume (veh/h)	54	121	33	31	86	57	6	980	43	6	659	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	132	36	34	93	62	7	1065	47	7	716	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	175	43	80	155	92	44	2459	108	46	2350	192
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.73	0.73	0.73	1.00	1.00	1.00
Sat Flow, veh/h	334	1054	262	200	933	553	6	3382	149	8	3232	264
Grp Volume(v), veh/h	227	0	0	189	0	0	589	0	530	413	0	369
Grp Sat Flow(s),veh/h/ln	1650	0	0	1686	0	0	1861	0	1675	1850	0	1654
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.9	0.0	0.0	9.3	0.0	0.0	11.3	0.0	11.4	0.0	0.0	0.0
Prop In Lane	0.26		0.16	0.18		0.33	0.01		0.09	0.02		0.16
Lane Grp Cap(c), veh/h	325	0	0	327	0	0	1394	0	1218	1386	0	1203
V/C Ratio(X)	0.70	0.00	0.00	0.58	0.00	0.00	0.42	0.00	0.44	0.30	0.00	0.31
Avail Cap(c_a), veh/h	556	0	0	560	0	0	1394	0	1218	1386	0	1203
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	0.0	35.1	0.0	0.0	4.9	0.0	4.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.6	0.0	0.0	0.9	0.0	1.1	0.6	0.0	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	8.6	0.0	0.0	7.1	0.0	0.0	6.8	0.0	6.2	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	0.0	36.7	0.0	0.0	5.8	0.0	6.0	0.6	0.0	0.7
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		227			189			1119			782	
Approach Delay, s/veh		38.8			36.7			5.9			0.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	69.9	20.1	69.9	20.1
Change Period (Y+Rc), s	* 4.5	5.1	* 4.5	5.1
Max Green Setting (Gmax), s	* 53	27.9	* 53	27.9
Max Q Clear Time (g_c+I1), s	13.4	13.9	2.0	11.3
Green Ext Time (p_c), s	9.6	1.1	6.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	121	33	31	86	57	6	980	43	6	659	54
Future Volume (veh/h)	54	121	33	31	86	57	6	980	43	6	659	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	132	36	34	93	62	7	1065	47	7	716	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	106	175	43	80	155	92	44	2459	108	46	2350	192
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
Prop Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.73	0.73	0.73	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.8	0.0	0.0	36.7	0.0	0.0	5.8	0.0	6.0	0.6	0.0	0.7
Ln Grp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		227			189			1119			782	
Approach Delay, s/veh		38.8			36.7			5.9			0.6	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		69.9		20.1		69.9		20.1
Change Period (Y+Rc), s		* 4.5		5.1		* 4.5		5.1
Max Green (Gmax), s		* 53		27.9		* 53		27.9
Max Allow Headway (MAH), s		5.3		5.4		5.3		5.4
Max Q Clear (g_c+I1), s		13.4		13.9		2.0		11.3
Green Ext Time (g_e), s		9.6		1.1		6.0		0.9
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.02		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		6		334		8		200

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3382		1054		3232		933

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		149		262		264		553

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T		L+T+R		L+T		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	589	0	227	0	413	0	189
Grp Sat Flow (s), veh/h/ln	0	1861	0	1650	0	1850	0	1686
Q Serve Time (g_s), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.3	0.0	11.9	0.0	0.0	0.0	9.3
Perm LT Sat Flow (s_l), veh/h/ln	0	707	0	1251	0	515	0	1237
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1607	0	0	0	1660
Perm LT Eff Green (g_p), s	0.0	65.4	0.0	15.0	0.0	65.4	0.0	15.0
Perm LT Serve Time (g_u), s	0.0	65.4	0.0	5.7	0.0	54.1	0.0	3.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	48.8	0.0	3.0	0.0	48.8	0.0	4.9
Serve Time pre Blk (g_fs), s	0.0	11.3	0.0	3.0	0.0	0.0	0.0	4.9
Prop LT Inside Lane (P_L)	0.00	0.01	0.00	0.26	0.00	0.02	0.00	0.18
Lane Grp Cap (c), veh/h	0	1394	0	325	0	1386	0	327
V/C Ratio (X)	0.00	0.42	0.00	0.70	0.00	0.30	0.00	0.58
Avail Cap (c_a), veh/h	0	1394	0	556	0	1386	0	560
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	36.1	0.0	0.0	0.0	35.1
Incr Delay (d2), s/veh	0.0	0.9	0.0	2.7	0.0	0.6	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
Control Delay (d), s/veh	0.0	5.8	0.0	38.8	0.0	0.6	0.0	36.7
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	4.7	0.0	0.0	0.0	3.8
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.2	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.74	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	6.8	0.0	8.6	0.0	0.4	0.0	7.1
%ile Storage Ratio (RQ%)	0.00	0.40	0.00	1.53	0.00	0.02	0.00	1.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	530	0	0	0	369	0	0
Grp Sat Flow (s), veh/h/ln	0	1675	0	0	0	1654	0	0
Q Serve Time (g_s), s	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.16	0.00	0.16	0.00	0.33
Lane Grp Cap (c), veh/h	0	1218	0	0	0	1203	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1218	0	0	0	1203	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	0.0	0.0	0.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	6.2	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

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

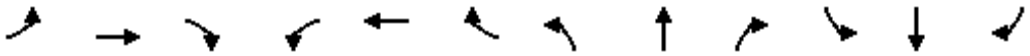
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	167	162	85	20	21
Future Vol, veh/h	35	167	162	85	20	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	182	176	92	22	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	268	0	-	0	480	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1296	-	-	-	545	818
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1296	-	-	-	527	818
Mov Cap-2 Maneuver	-	-	-	-	527	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1296	-	-	-	644
HCM Lane V/C Ratio	0.029	-	-	-	0.069
HCM Control Delay (s)	7.9	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



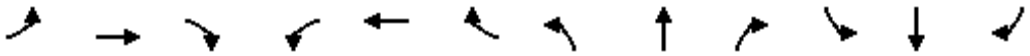
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	14	127	33	34	129	45	40	220	87	18	88	77
Future Volume (veh/h)	14	127	33	34	129	45	40	220	87	18	88	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	138	36	37	140	49	43	239	95	20	96	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	250	62	127	215	69	151	715	262	136	536	422
Arrive On Green	0.06	0.06	0.06	0.18	0.18	0.18	0.60	0.60	0.60	1.00	1.00	1.00
Sat Flow, veh/h	71	1378	341	185	1185	379	103	1194	437	80	895	706
Grp Volume(v), veh/h	189	0	0	226	0	0	377	0	0	200	0	0
Grp Sat Flow(s),veh/h/ln	1790	0	0	1749	0	0	1735	0	0	1680	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0	5.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.08		0.19	0.16		0.22	0.11		0.25	0.10		0.42
Lane Grp Cap(c), veh/h	411	0	0	410	0	0	1128	0	0	1094	0	0
V/C Ratio(X)	0.46	0.00	0.00	0.55	0.00	0.00	0.33	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	790	0	0	773	0	0	1128	0	0	1094	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	17.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.2	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	0.0	0.0	3.6	0.0	0.0	2.3	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	0.0	18.4	0.0	0.0	5.4	0.0	0.0	0.4	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		189			226			377			200	
Approach Delay, s/veh		20.3			18.4			5.4			0.4	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.8		13.2		31.8		13.2				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		6.8		6.6		2.0		7.3				
Green Ext Time (p_c), s		1.7		0.7		1.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	127	33	34	129	45	40	220	87	18	88	77
Future Volume (veh/h)	14	127	33	34	129	45	40	220	87	18	88	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	138	36	37	140	49	43	239	95	20	96	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	99	250	62	127	215	69	151	715	262	136	536	422
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Prop Arrive On Green	0.06	0.06	0.06	0.18	0.18	0.18	0.60	0.60	0.60	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.3	0.0	0.0	18.4	0.0	0.0	5.4	0.0	0.0	0.4	0.0	0.0
Ln Grp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		189			226			377			200	
Approach Delay, s/veh		20.3			18.4			5.4			0.4	
Approach LOS		C			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		31.8		13.2		31.8		13.2
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.4		5.3		5.5		5.4
Max Q Clear (g_c+I1), s		6.8		6.6		2.0		7.3
Green Ext Time (g_e), s		1.7		0.7		1.0		0.9
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		0.00		0.05		0.00		0.09

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		103		71		80		185

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1194		1378		895		1185

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		437		341		706		379

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	377	0	189	0	200	0	226
Grp Sat Flow (s), veh/h/ln	0	1735	0	1790	0	1680	0	1749
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear Time (g_c), s	0.0	4.8	0.0	4.6	0.0	0.0	0.0	5.3
Perm LT Sat Flow (s_l), veh/h/ln	0	1223	0	1213	0	1063	0	1230
Shared LT Sat Flow (s_sh), veh/h/ln	0	1860	0	1863	0	1861	0	1855
Perm LT Eff Green (g_p), s	0.0	26.9	0.0	8.2	0.0	26.9	0.0	8.2
Perm LT Serve Time (g_u), s	0.0	26.9	0.0	2.9	0.0	22.1	0.0	3.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Time to First Blk (g_f), s	0.0	12.5	0.0	4.0	0.0	13.6	0.0	2.8
Serve Time pre Blk (g_fs), s	0.0	4.8	0.0	4.0	0.0	0.0	0.0	2.8
Prop LT Inside Lane (P_L)	0.00	0.11	0.00	0.08	0.00	0.10	0.00	0.16
Lane Grp Cap (c), veh/h	0	1128	0	411	0	1094	0	410
V/C Ratio (X)	0.00	0.33	0.00	0.46	0.00	0.18	0.00	0.55
Avail Cap (c_a), veh/h	0	1128	0	790	0	1094	0	773
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	19.5	0.0	0.0	0.0	17.2
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.8	0.0	0.4	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	20.3	0.0	0.4	0.0	18.4
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	1.8	0.0	0.0	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	2.3	0.0	3.4	0.0	0.2	0.0	3.6
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.69	0.00	0.01	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.25	0.00	0.19	0.00	0.42	0.00	0.22
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

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

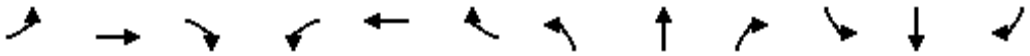
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	746	5	8	985	0	5
Future Vol, veh/h	746	5	8	985	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	35	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	811	5	9	1071	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	816	0	1260	408
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	-	-	4.14	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.22	-	3.67	3.32
Pot Cap-1 Maneuver	-	-	807	-	193	593
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	807	-	188	593
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	593	-	-	807	-
HCM Lane V/C Ratio	0.009	-	-	0.011	-
HCM Control Delay (s)	11.1	-	-	9.5	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



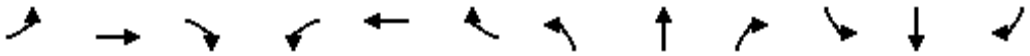
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	671	56	195	849	70	37	63	186	51	301	65
Future Volume (veh/h)	43	671	56	195	849	70	37	63	186	51	301	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	729	61	212	923	76	40	68	202	55	327	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	2006	168	418	2009	165	81	119	290	87	375	78
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	564	3320	278	686	3324	274	123	412	1000	147	1292	267
Grp Volume(v), veh/h	47	390	400	212	493	506	310	0	0	453	0	0
Grp Sat Flow(s),veh/h/ln	564	1777	1820	686	1777	1821	1535	0	0	1706	0	0
Q Serve(g_s), s	4.5	10.0	10.0	20.4	13.7	13.7	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	18.2	10.0	10.0	30.4	13.7	13.7	15.6	0.0	0.0	23.0	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.15	0.13		0.65	0.12		0.16
Lane Grp Cap(c), veh/h	335	1074	1100	418	1074	1101	490	0	0	540	0	0
V/C Ratio(X)	0.14	0.36	0.36	0.51	0.46	0.46	0.63	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	335	1074	1100	418	1074	1101	539	0	0	594	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	9.0	9.0	16.7	9.8	9.8	28.0	0.0	0.0	30.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	1.0	0.9	4.3	1.4	1.4	1.9	0.0	0.0	9.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.1	5.8	5.9	5.5	7.6	7.7	8.4	0.0	0.0	14.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	10.0	10.0	21.1	11.2	11.1	29.9	0.0	0.0	40.3	0.0	0.0
LnGrp LOS	B	A	A	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h		837			1211			310			453	
Approach Delay, s/veh		10.3			12.9			29.9			40.3	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.9		31.1		58.9		31.1				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 52		29.0		* 52		29.0				
Max Q Clear Time (g_c+I1), s		32.4		17.6		20.2		25.0				
Green Ext Time (p_c), s		8.4		1.5		6.3		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	671	56	195	849	70	37	63	186	51	301	65
Future Volume (veh/h)	43	671	56	195	849	70	37	63	186	51	301	65
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	729	61	212	923	76	40	68	202	55	327	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	335	2006	168	418	2009	165	81	119	290	87	375	78
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
Prop Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.6	10.0	10.0	21.1	11.2	11.1	29.9	0.0	0.0	40.3	0.0	0.0
Ln Grp LOS	B	A	A	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h		837			1211			310			453	
Approach Delay, s/veh		10.3			12.9			29.9			40.3	
Approach LOS		B			B			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		58.9		31.1		58.9		31.1
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 52		29.0		* 52		29.0
Max Allow Headway (MAH), s		5.5		5.6		5.4		5.4
Max Q Clear (g_c+I1), s		32.4		17.6		20.2		25.0
Green Ext Time (g_e), s		8.4		1.5		6.3		1.1
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.15		0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		686		123		564		147

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3324		412		3320		1292

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		274		1000		278		267

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	212	0	310	0	47	0	453
Grp Sat Flow (s), veh/h/ln	0	686	0	1535	0	564	0	1706
Q Serve Time (g_s), s	0.0	20.4	0.0	0.0	0.0	4.5	0.0	7.4
Cycle Q Clear Time (g_c), s	0.0	30.4	0.0	15.6	0.0	18.2	0.0	23.0
Perm LT Sat Flow (s_l), veh/h/ln	0	686	0	1002	0	564	0	1127
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1449	0	0	0	1641
Perm LT Eff Green (g_p), s	0.0	54.4	0.0	26.1	0.0	54.4	0.0	26.1
Perm LT Serve Time (g_u), s	0.0	44.4	0.0	3.1	0.0	40.7	0.0	10.5
Perm LT Q Serve Time (g_ps), s	0.0	20.4	0.0	0.0	0.0	4.5	0.0	7.4
Time to First Blk (g_f), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	7.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	7.1
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.13	0.00	1.00	0.00	0.12
Lane Grp Cap (c), veh/h	0	418	0	490	0	335	0	540
V/C Ratio (X)	0.00	0.51	0.00	0.63	0.00	0.14	0.00	0.84
Avail Cap (c_a), veh/h	0	418	0	539	0	335	0	594
Upstream Filter (I)	0.00	1.00	0.00	0.93	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.7	0.0	28.0	0.0	14.7	0.0	30.7
Incr Delay (d2), s/veh	0.0	4.3	0.0	1.9	0.0	0.9	0.0	9.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.1	0.0	29.9	0.0	15.6	0.0	40.3
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	5.7	0.0	0.6	0.0	9.1
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.1	0.0	1.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.56	0.00	1.41	0.00	1.80	0.00	1.32
%ile Back of Q (85%), veh/ln	0.0	5.5	0.0	8.4	0.0	1.1	0.0	14.0
%ile Storage Ratio (RQ%)	0.00	1.39	0.00	0.36	0.00	0.58	0.00	3.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	493	0	0	0	390	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.7	0.0	0.0	0.0	10.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	0.0	0.0	10.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1074	0	0	0	1074	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	1074	0	0	0	1074	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.8	0.0	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.2	0.0	0.0	0.0	10.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	3.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.46	0.00	1.00	0.00	1.53	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	7.6	0.0	0.0	0.0	5.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.00	0.00	1.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	506	0	0	0	400	0	0
Grp Sat Flow (s), veh/h/ln	0	1821	0	0	0	1820	0	0
Q Serve Time (g_s), s	0.0	13.7	0.0	0.0	0.0	10.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	0.0	0.0	10.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.65	0.00	0.15	0.00	0.16
Lane Grp Cap (c), veh/h	0	1101	0	0	0	1100	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	1101	0	0	0	1100	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.8	0.0	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	0.0	0.0	10.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.9	0.0	0.0	0.0	3.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.45	0.00	1.00	0.00	1.53	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	7.7	0.0	0.0	0.0	5.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.47	0.00	0.00	0.00	1.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

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

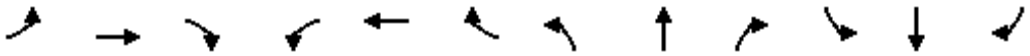
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	147	69	12	134	34	66	1023	28	35	1214	110
Future Volume (veh/h)	90	147	69	12	134	34	66	1023	28	35	1214	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	160	75	13	146	37	72	1112	30	38	1320	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	197	85	55	336	81	127	1866	50	75	2000	181
Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	0.65	0.65	0.65	1.00	1.00	1.00
Sat Flow, veh/h	396	824	355	52	1406	339	125	2853	76	50	3057	277
Grp Volume(v), veh/h	333	0	0	196	0	0	549	0	665	761	0	717
Grp Sat Flow(s),veh/h/ln	1575	0	0	1798	0	0	1366	0	1688	1731	0	1652
Q Serve(g_s), s	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.3	0.0	0.0	9.3	0.0	0.0	12.9	0.0	20.2	0.0	0.0	0.0
Prop In Lane	0.29		0.23	0.07		0.19	0.13		0.05	0.05		0.17
Lane Grp Cap(c), veh/h	428	0	0	473	0	0	939	0	1104	1175	0	1081
V/C Ratio(X)	0.78	0.00	0.00	0.41	0.00	0.00	0.59	0.00	0.60	0.65	0.00	0.66
Avail Cap(c_a), veh/h	538	0	0	596	0	0	939	0	1104	1175	0	1081
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	35.8	0.0	0.0	7.6	0.0	8.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	0.6	0.0	0.0	2.7	0.0	2.4	2.8	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	10.3	0.0	0.0	6.7	0.0	0.0	7.5	0.0	9.8	1.6	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	0.0	0.0	36.4	0.0	0.0	10.3	0.0	11.3	2.8	0.0	3.2
LnGrp LOS	D	A	A	D	A	A	B	A	B	A	A	A
Approach Vol, veh/h		333			196			1214			1478	
Approach Delay, s/veh		38.4			36.4			10.8			3.0	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	63.4	26.6	63.4	26.6
Change Period (Y+Rc), s	* 4.5	5.1	* 4.5	5.1
Max Green Setting (Gmax), s	* 53	27.9	* 53	27.9
Max Q Clear Time (g_c+I1), s	22.2	20.3	2.0	11.3
Green Ext Time (p_c), s	11.8	1.2	17.3	1.0

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	147	69	12	134	34	66	1023	28	35	1214	110
Future Volume (veh/h)	90	147	69	12	134	34	66	1023	28	35	1214	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	160	75	13	146	37	72	1112	30	38	1320	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	146	197	85	55	336	81	127	1866	50	75	2000	181
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	0.65	0.65	0.65	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.4	0.0	0.0	36.4	0.0	0.0	10.3	0.0	11.3	2.8	0.0	3.2
Ln Grp LOS	D	A	A	D	A	A	B	A	B	A	A	A
Approach Vol, veh/h		333			196			1214			1478	
Approach Delay, s/veh		38.4			36.4			10.8			3.0	
Approach LOS		D			D			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		63.4		26.6		63.4		26.6
Change Period (Y+Rc), s		* 4.5		5.1		* 4.5		5.1
Max Green (Gmax), s		* 53		27.9		* 53		27.9
Max Allow Headway (MAH), s		5.7		5.4		5.4		5.3
Max Q Clear (g_c+I1), s		22.2		20.3		2.0		11.3
Green Ext Time (g_e), s		11.8		1.2		17.3		1.0
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.49		0.00		0.00

Left-Turn Movement Data				
Assigned Mvmt	5		7		1		3	
Mvmt Sat Flow, veh/h	125		396		50		52	

Through Movement Data				
Assigned Mvmt	2		4		6		8	
Mvmt Sat Flow, veh/h	2853		824		3057		1406	

Right-Turn Movement Data				
Assigned Mvmt	12		14		16		18	
Mvmt Sat Flow, veh/h	76		355		277		339	

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T		L+T+R		L+T		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	549	0	333	0	761	0	196
Grp Sat Flow (s), veh/h/ln	0	1366	0	1575	0	1731	0	1798
Q Serve Time (g_s), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.9	0.0	18.3	0.0	0.0	0.0	9.3
Perm LT Sat Flow (s_l), veh/h/ln	0	377	0	1220	0	500	0	1163
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1524	0	0	0	1806
Perm LT Eff Green (g_p), s	0.0	58.9	0.0	21.5	0.0	58.9	0.0	21.5
Perm LT Serve Time (g_u), s	0.0	58.9	0.0	12.2	0.0	38.7	0.0	3.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	13.0	0.0	2.8	0.0	23.2	0.0	12.1
Serve Time pre Blk (g_fs), s	0.0	12.9	0.0	2.8	0.0	0.0	0.0	9.3
Prop LT Inside Lane (P_L)	0.00	0.13	0.00	0.29	0.00	0.05	0.00	0.07
Lane Grp Cap (c), veh/h	0	939	0	428	0	1175	0	473
V/C Ratio (X)	0.00	0.59	0.00	0.78	0.00	0.65	0.00	0.41
Avail Cap (c_a), veh/h	0	939	0	538	0	1175	0	596
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	32.9	0.0	0.0	0.0	35.8
Incr Delay (d2), s/veh	0.0	2.7	0.0	5.6	0.0	2.8	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.3	0.0	38.4	0.0	2.8	0.0	36.4
1st-Term Q (Q1), veh/ln	0.0	4.5	0.0	6.8	0.0	0.0	0.0	4.4
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.7	0.0	0.9	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.46	0.00	1.38	0.00	1.80	0.00	1.49
%ile Back of Q (85%), veh/ln	0.0	7.5	0.0	10.3	0.0	1.6	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	1.83	0.00	0.07	0.00	1.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	665	0	0	0	717	0	0
Grp Sat Flow (s), veh/h/ln	0	1688	0	0	0	1652	0	0
Q Serve Time (g_s), s	0.0	20.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.23	0.00	0.17	0.00	0.19
Lane Grp Cap (c), veh/h	0	1104	0	0	0	1081	0	0
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	1104	0	0	0	1081	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.0	0.0	0.0	3.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.3	0.0	0.0	0.0	3.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.39	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	9.8	0.0	0.0	0.0	1.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.58	0.00	0.00	0.00	0.08	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

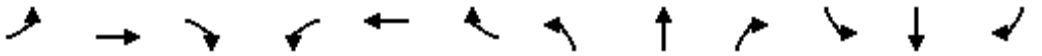
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	219	193	14	7	15
Future Vol, veh/h	10	219	193	14	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	238	210	15	8	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	478	218
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1344	-	-	-	546	822
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	541	822
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	705
HCM Lane V/C Ratio	0.008	-	-	-	0.034
HCM Control Delay (s)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



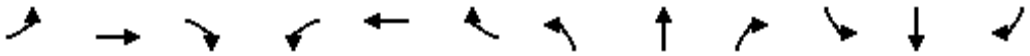
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	71	106	43	69	113	88	45	192	42	63	366	72
Future Volume (veh/h)	71	106	43	69	113	88	45	192	42	63	366	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	115	47	75	123	96	49	209	46	68	398	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	213	74	174	185	125	181	695	140	163	755	139
Arrive On Green	0.07	0.07	0.07	0.22	0.22	0.22	0.56	0.56	0.56	1.00	1.00	1.00
Sat Flow, veh/h	408	948	332	329	824	559	159	1250	251	131	1359	249
Grp Volume(v), veh/h	239	0	0	294	0	0	304	0	0	544	0	0
Grp Sat Flow(s),veh/h/ln	1689	0	0	1711	0	0	1660	0	0	1739	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	6.9	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.32		0.20	0.26		0.33	0.16		0.15	0.12		0.14
Lane Grp Cap(c), veh/h	484	0	0	484	0	0	1016	0	0	1056	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.61	0.00	0.00	0.30	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	751	0	0	760	0	0	1016	0	0	1056	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	1.00	0.00	0.00	0.47	0.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	16.2	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.2	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.0	0.0	0.0	4.2	0.0	0.0	2.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	17.4	0.0	0.0	6.1	0.0	0.0	0.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		239			294			304			544	
Approach Delay, s/veh		19.6			17.4			6.1			0.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.9		15.1		29.9		15.1				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		6.0		7.9		2.0		8.9				
Green Ext Time (p_c), s		1.4		1.0		3.3		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.8
HCM 6th LOS		A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	106	43	69	113	88	45	192	42	63	366	72
Future Volume (veh/h)	71	106	43	69	113	88	45	192	42	63	366	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	115	47	75	123	96	49	209	46	68	398	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	197	213	74	174	185	125	181	695	140	163	755	139
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.07	0.07	0.07	0.22	0.22	0.22	0.56	0.56	0.56	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.6	0.0	0.0	17.4	0.0	0.0	6.1	0.0	0.0	0.8	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		239			294			304			544	
Approach Delay, s/veh		19.6			17.4			6.1			0.8	
Approach LOS		B			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		29.9		15.1		29.9		15.1
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.5		5.5		5.4		5.5
Max Q Clear (g_c+I1), s		6.0		7.9		2.0		8.9
Green Ext Time (g_e), s		1.4		1.0		3.3		1.2
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.15		0.00		0.27

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		159		408		131		329

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1250		948		1359		824

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		251		332		249		559

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	304	0	239	0	544	0	294
Grp Sat Flow (s), veh/h/ln	0	1660	0	1689	0	1739	0	1711
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	4.0	0.0	5.9	0.0	0.0	0.0	6.9
Perm LT Sat Flow (s_l), veh/h/ln	0	933	0	1181	0	1142	0	1243
Shared LT Sat Flow (s_sh), veh/h/ln	0	1855	0	1746	0	1859	0	1847
Perm LT Eff Green (g_p), s	0.0	25.0	0.0	10.1	0.0	25.0	0.0	10.1
Perm LT Serve Time (g_u), s	0.0	25.0	0.0	3.2	0.0	21.0	0.0	4.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Time to First Blk (g_f), s	0.0	9.3	0.0	2.4	0.0	9.5	0.0	2.4
Serve Time pre Blk (g_fs), s	0.0	4.0	0.0	2.4	0.0	0.0	0.0	2.4
Prop LT Inside Lane (P_L)	0.00	0.16	0.00	0.32	0.00	0.12	0.00	0.26
Lane Grp Cap (c), veh/h	0	1016	0	484	0	1056	0	484
V/C Ratio (X)	0.00	0.30	0.00	0.49	0.00	0.51	0.00	0.61
Avail Cap (c_a), veh/h	0	1016	0	751	0	1056	0	760
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.47	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	18.9	0.0	0.0	0.0	16.2
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.8	0.0	0.8	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.1	0.0	19.6	0.0	0.8	0.0	17.4
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	2.3	0.0	0.0	0.0	2.4
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.67	0.00	1.80	0.00	1.65
%ile Back of Q (85%), veh/ln	0.0	2.1	0.0	4.0	0.0	0.4	0.0	4.2
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.81	0.00	0.02	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.20	0.00	0.14	0.00	0.33
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (85%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

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

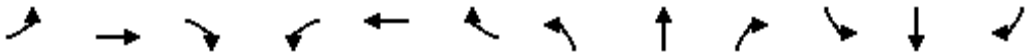
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	856	11	14	1111	2	9
Future Vol, veh/h	856	11	14	1111	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	35	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	930	12	15	1208	2	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	942	0	1449	471
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.14	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.22	-	3.67	3.32
Pot Cap-1 Maneuver	-	-	724	-	149	539
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	724	-	140	539
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	499	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	724	-
HCM Lane V/C Ratio	0.034	-	-	0.021	-
HCM Control Delay (s)	15.5	-	-	10.1	0.2
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-



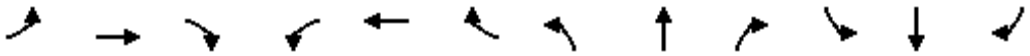
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	709	84	242	792	95	127	233	299	59	90	58
Future Volume (veh/h)	79	709	84	242	792	95	127	233	299	59	90	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	771	91	263	861	103	138	253	325	64	98	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1690	199	322	1687	202	149	218	266	138	204	113
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.61	0.61	0.61	0.37	0.37	0.37
Sat Flow, veh/h	583	3201	378	641	3196	382	277	595	724	236	556	308
Grp Volume(v), veh/h	86	428	434	263	479	485	716	0	0	225	0	0
Grp Sat Flow(s),veh/h/ln	583	1777	1802	641	1777	1802	1595	0	0	1100	0	0
Q Serve(g_s), s	10.1	13.5	13.5	34.0	15.7	15.7	21.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.7	13.5	13.5	47.5	15.7	15.7	33.0	0.0	0.0	11.7	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.21	0.19		0.45	0.28		0.28
Lane Grp Cap(c), veh/h	286	938	951	322	938	951	633	0	0	455	0	0
V/C Ratio(X)	0.30	0.46	0.46	0.82	0.51	0.51	1.13	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	286	938	951	322	938	951	633	0	0	455	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.1	13.2	13.2	29.3	13.7	13.7	18.6	0.0	0.0	21.1	0.0	0.0
Incr Delay (d2), s/veh	2.7	1.6	1.6	19.9	2.0	2.0	72.8	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	9.3	9.4	11.9	10.5	10.6	30.6	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	14.8	14.8	49.3	15.7	15.7	91.4	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	C	B	B	D	B	B	F	A	A	C	A	A
Approach Vol, veh/h		948			1227			716			225	
Approach Delay, s/veh		15.7			22.9			91.4			21.9	
Approach LOS		B			C			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		38.0		52.0		38.0				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 48		33.0		* 48		33.0				
Max Q Clear Time (g_c+I1), s		49.5		35.0		27.7		13.7				
Green Ext Time (p_c), s		0.0		0.0		6.5		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		36.4
HCM 6th LOS		D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	709	84	242	792	95	127	233	299	59	90	58
Future Volume (veh/h)	79	709	84	242	792	95	127	233	299	59	90	58
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	771	91	263	861	103	138	253	325	64	98	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	286	1690	199	322	1687	202	149	218	266	138	204	113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Prop Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.61	0.61	0.61	0.37	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	24.7	14.8	14.8	49.3	15.7	15.7	91.4	0.0	0.0	21.9	0.0	0.0
Ln Grp LOS	C	B	B	D	B	B	F	A	A	C	A	A
Approach Vol, veh/h		948			1227			716			225	
Approach Delay, s/veh		15.7			22.9			91.4			21.9	
Approach LOS		B			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		52.0		38.0		52.0		38.0
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 48		33.0		* 48		33.0
Max Allow Headway (MAH), s		5.6		5.5		5.5		5.8
Max Q Clear (g_c+I1), s		49.5		35.0		27.7		13.7
Green Ext Time (g_e), s		0.0		0.0		6.5		1.4
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		1.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		641		277		583		236

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3196		595		3201		556

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		382		724		378		308

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	263	0	716	0	86	0	225
Grp Sat Flow (s), veh/h/ln	0	641	0	1595	0	583	0	1100
Q Serve Time (g_s), s	0.0	34.0	0.0	21.3	0.0	10.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	47.5	0.0	33.0	0.0	25.7	0.0	11.7
Perm LT Sat Flow (s_l), veh/h/ln	0	641	0	1245	0	583	0	849
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1584	0	0	0	978
Perm LT Eff Green (g_p), s	0.0	47.5	0.0	33.0	0.0	47.5	0.0	33.0
Perm LT Serve Time (g_u), s	0.0	34.0	0.0	21.3	0.0	31.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	34.0	0.0	21.3	0.0	10.1	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	5.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	5.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.19	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	322	0	633	0	286	0	455
V/C Ratio (X)	0.00	0.82	0.00	1.13	0.00	0.30	0.00	0.49
Avail Cap (c_a), veh/h	0	322	0	633	0	286	0	455
Upstream Filter (I)	0.00	1.00	0.00	0.68	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.3	0.0	18.6	0.0	22.1	0.0	21.1
Incr Delay (d2), s/veh	0.0	19.9	0.0	72.8	0.0	2.7	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	49.3	0.0	91.4	0.0	24.7	0.0	21.9
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	9.0	0.0	1.3	0.0	3.4
2nd-Term Q (Q2), veh/ln	0.0	1.8	0.0	12.8	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.60	0.00	1.40	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	11.9	0.0	30.6	0.0	2.8	0.0	6.4
%ile Storage Ratio (RQ%)	0.00	3.02	0.00	1.32	0.00	1.42	0.00	1.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	20.8	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	479	0	0	0	428	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.7	0.0	0.0	0.0	13.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.7	0.0	0.0	0.0	13.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	938	0	0	0	938	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	938	0	0	0	938	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.7	0.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	1.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.7	0.0	0.0	0.0	14.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	0.0	0.0	5.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.65	0.00	1.00	0.00	1.70	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.5	0.0	0.0	0.0	9.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.63	0.00	0.00	0.00	1.63	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	485	0	0	0	434	0	0
Grp Sat Flow (s), veh/h/ln	0	1802	0	0	0	1802	0	0
Q Serve Time (g_s), s	0.0	15.7	0.0	0.0	0.0	13.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.7	0.0	0.0	0.0	13.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	0.00	0.45	0.00	0.21	0.00	0.28
Lane Grp Cap (c), veh/h	0	951	0	0	0	951	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	951	0	0	0	951	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.7	0.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	1.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.7	0.0	0.0	0.0	14.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.9	0.0	0.0	0.0	5.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.65	0.00	1.00	0.00	1.70	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.6	0.0	0.0	0.0	9.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.64	0.00	0.00	0.00	1.65	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

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

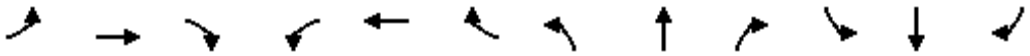
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	225	102	43	217	59	6	1219	51	6	878	186
Future Volume (veh/h)	147	225	102	43	217	59	6	1219	51	6	878	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	245	111	47	236	64	7	1325	55	7	954	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	283	122	97	439	111	43	1775	73	43	1488	313
Arrive On Green	0.37	0.37	0.37	0.74	0.74	0.74	0.52	0.52	0.52	1.00	1.00	1.00
Sat Flow, veh/h	437	764	329	141	1188	301	5	3389	140	5	2842	598
Grp Volume(v), veh/h	516	0	0	347	0	0	729	0	658	624	0	539
Grp Sat Flow(s),veh/h/ln	1530	0	0	1630	0	0	1857	0	1677	1850	0	1594
Q Serve(g_s), s	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.6	0.0	0.0	7.3	0.0	0.0	27.4	0.0	27.7	0.0	0.0	0.0
Prop In Lane	0.31		0.22	0.14		0.18	0.01		0.08	0.01		0.37
Lane Grp Cap(c), veh/h	618	0	0	648	0	0	1013	0	878	1009	0	835
V/C Ratio(X)	0.83	0.00	0.00	0.54	0.00	0.00	0.72	0.00	0.75	0.62	0.00	0.65
Avail Cap(c_a), veh/h	743	0	0	786	0	0	1013	0	878	1009	0	835
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	8.3	0.0	0.0	16.7	0.0	16.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.7	0.0	0.0	4.4	0.0	5.8	2.8	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.6	0.0	0.0	3.8	0.0	0.0	17.7	0.0	16.7	1.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	0.0	9.0	0.0	0.0	21.1	0.0	22.7	2.8	0.0	3.8
LnGrp LOS	C	A	A	A	A	A	C	A	C	A	A	A
Approach Vol, veh/h		516			347			1387			1163	
Approach Delay, s/veh		33.5			9.0			21.9			3.3	
Approach LOS		C			A			C			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	51.6	38.4	51.6	38.4
Change Period (Y+Rc), s	* 4.5	5.1	* 4.5	5.1
Max Green Setting (Gmax), s	* 40	40.9	* 40	40.9
Max Q Clear Time (g_c+I1), s	29.7	30.6	2.0	9.3
Green Ext Time (p_c), s	6.3	2.7	10.4	2.4

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	225	102	43	217	59	6	1219	51	6	878	186
Future Volume (veh/h)	147	225	102	43	217	59	6	1219	51	6	878	186
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	245	111	47	236	64	7	1325	55	7	954	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	214	283	122	97	439	111	43	1775	73	43	1488	313
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.37	0.37	0.37	0.74	0.74	0.74	0.52	0.52	0.52	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	33.5	0.0	0.0	9.0	0.0	0.0	21.1	0.0	22.7	2.8	0.0	3.8
Ln Grp LOS	C	A	A	A	A	A	C	A	C	A	A	A
Approach Vol, veh/h		516			347			1387			1163	
Approach Delay, s/veh		33.5			9.0			21.9			3.3	
Approach LOS		C			A			C			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		51.6		38.4		51.6		38.4
Change Period (Y+Rc), s		* 4.5		5.1		* 4.5		5.1
Max Green (Gmax), s		* 40		40.9		* 40		40.9
Max Allow Headway (MAH), s		5.3		5.6		5.3		5.4
Max Q Clear (g_c+I1), s		29.7		30.6		2.0		9.3
Green Ext Time (g_e), s		6.3		2.7		10.4		2.4
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.37		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		5		437		5		141

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3389		764		2842		1188

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		329		598		301

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T		L+T+R		L+T		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	729	0	516	0	624	0	347
Grp Sat Flow (s), veh/h/ln	0	1857	0	1530	0	1850	0	1630
Q Serve Time (g_s), s	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.4	0.0	28.6	0.0	0.0	0.0	7.3
Perm LT Sat Flow (s_l), veh/h/ln	0	494	0	1096	0	399	0	1042
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1682	0	0	0	1519
Perm LT Eff Green (g_p), s	0.0	47.1	0.0	33.3	0.0	47.1	0.0	33.3
Perm LT Serve Time (g_u), s	0.0	47.1	0.0	26.0	0.0	19.4	0.0	4.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	34.6	0.0	2.3	0.0	34.6	0.0	10.8
Serve Time pre Blk (g_fs), s	0.0	27.4	0.0	2.3	0.0	0.0	0.0	7.3
Prop LT Inside Lane (P_L)	0.00	0.01	0.00	0.31	0.00	0.01	0.00	0.14
Lane Grp Cap (c), veh/h	0	1013	0	618	0	1009	0	648
V/C Ratio (X)	0.00	0.72	0.00	0.83	0.00	0.62	0.00	0.54
Avail Cap (c_a), veh/h	0	1013	0	743	0	1009	0	786
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.7	0.0	26.5	0.0	0.0	0.0	8.3
Incr Delay (d2), s/veh	0.0	4.4	0.0	7.0	0.0	2.8	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.1	0.0	33.5	0.0	2.8	0.0	9.0
1st-Term Q (Q1), veh/ln	0.0	10.8	0.0	9.9	0.0	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	1.2	0.0	0.8	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.47	0.00	1.49	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	17.7	0.0	16.6	0.0	1.4	0.0	3.8
%ile Storage Ratio (RQ%)	0.00	1.04	0.00	2.95	0.00	0.06	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	658	0	0	0	539	0	0
Grp Sat Flow (s), veh/h/ln	0	1677	0	0	0	1594	0	0
Q Serve Time (g_s), s	0.0	27.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.7	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.22	0.00	0.37	0.00	0.18
Lane Grp Cap (c), veh/h	0	878	0	0	0	835	0	0
V/C Ratio (X)	0.00	0.75	0.00	0.00	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	878	0	0	0	835	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.8	0.0	0.0	0.0	3.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.7	0.0	0.0	0.0	3.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.49	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	16.7	0.0	0.0	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.98	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

Notes

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

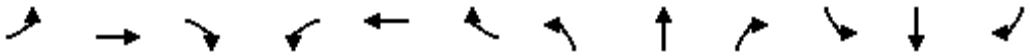
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	291	307	11	21	22
Future Vol, veh/h	23	291	307	11	21	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	316	334	12	23	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	346	0	-	0	706	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1213	-	-	-	402	702
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1213	-	-	-	392	702
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1213	-	-	-	506
HCM Lane V/C Ratio	0.021	-	-	-	0.092
HCM Control Delay (s)	8	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3



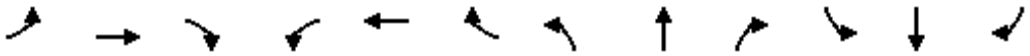
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	84	180	34	59	160	116	42	351	116	80	235	116
Future Volume (veh/h)	84	180	34	59	160	116	42	351	116	80	235	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	196	37	64	174	126	46	382	126	87	255	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	294	50	149	243	158	126	652	203	196	510	225
Arrive On Green	0.09	0.09	0.09	0.26	0.26	0.26	0.52	0.52	0.52	0.17	0.17	0.17
Sat Flow, veh/h	346	1111	188	208	918	596	76	1265	395	196	989	437
Grp Volume(v), veh/h	324	0	0	364	0	0	554	0	0	468	0	0
Grp Sat Flow(s),veh/h/ln	1644	0	0	1723	0	0	1735	0	0	1622	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	8.5	0.0	0.0	9.7	0.0	0.0	10.8	0.0	0.0
Prop In Lane	0.28		0.11	0.18		0.35	0.08		0.23	0.19		0.27
Lane Grp Cap(c), veh/h	537	0	0	550	0	0	981	0	0	931	0	0
V/C Ratio(X)	0.60	0.00	0.00	0.66	0.00	0.00	0.56	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	744	0	0	766	0	0	981	0	0	931	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.51	0.00	0.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	15.3	0.0	0.0	7.6	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.4	0.0	0.0	2.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	0.0	0.0	5.6	0.0	0.0	5.8	0.0	0.0	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	16.7	0.0	0.0	10.0	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		324			364			554			468	
Approach Delay, s/veh		19.9			16.7			10.0			14.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.1		16.9		28.1		16.9				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		11.7		10.4		12.8		10.5				
Green Ext Time (p_c), s		1.8		1.2		1.3		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	180	34	59	160	116	42	351	116	80	235	116
Future Volume (veh/h)	84	180	34	59	160	116	42	351	116	80	235	116
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	196	37	64	174	126	46	382	126	87	255	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	194	294	50	149	243	158	126	652	203	196	510	225
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Prop Arrive On Green	0.09	0.09	0.09	0.26	0.26	0.26	0.52	0.52	0.52	0.17	0.17	0.17
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.9	0.0	0.0	16.7	0.0	0.0	10.0	0.0	0.0	14.5	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		324			364			554			468	
Approach Delay, s/veh		19.9			16.7			10.0			14.5	
Approach LOS		B			B			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		28.1		16.9		28.1		16.9
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.4		5.5		5.6		5.5
Max Q Clear (g_c+I1), s		11.7		10.4		12.8		10.5
Green Ext Time (g_e), s		1.8		1.2		1.3		1.4
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.50		0.00		0.54

Left-Turn Movement Data				
Assigned Mvmt	5	7	1	3
Mvmt Sat Flow, veh/h	76	346	196	208

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1265	1111	989	918

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	395	188	437	596

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	554	0	324	0	468	0	364
Grp Sat Flow (s), veh/h/ln	0	1735	0	1644	0	1622	0	1723
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.1
Cycle Q Clear Time (g_c), s	0.0	9.7	0.0	8.4	0.0	10.8	0.0	8.5
Perm LT Sat Flow (s_l), veh/h/ln	0	1018	0	1096	0	906	0	1166
Shared LT Sat Flow (s_sh), veh/h/ln	0	1863	0	1625	0	1853	0	1789
Perm LT Eff Green (g_p), s	0.0	23.2	0.0	11.9	0.0	23.2	0.0	11.9
Perm LT Serve Time (g_u), s	0.0	12.4	0.0	3.4	0.0	13.5	0.0	3.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.1
Time to First Blk (g_f), s	0.0	10.6	0.0	2.7	0.0	7.4	0.0	3.6
Serve Time pre Blk (g_fs), s	0.0	9.7	0.0	2.7	0.0	7.4	0.0	3.6
Prop LT Inside Lane (P_L)	0.00	0.08	0.00	0.28	0.00	0.19	0.00	0.18
Lane Grp Cap (c), veh/h	0	981	0	537	0	931	0	550
V/C Ratio (X)	0.00	0.56	0.00	0.60	0.00	0.50	0.00	0.66
Avail Cap (c_a), veh/h	0	981	0	744	0	931	0	766
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.51	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.6	0.0	18.8	0.0	13.5	0.0	15.3
Incr Delay (d2), s/veh	0.0	2.4	0.0	1.1	0.0	1.0	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
Control Delay (d), s/veh	0.0	10.0	0.0	19.9	0.0	14.5	0.0	16.7
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	3.3	0.0	4.6	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.2	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.53	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	5.8	0.0	6.3	0.0	7.4	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	1.25	0.00	0.32	0.00	0.34
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	0.11	0.00	0.27	0.00	0.35
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

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

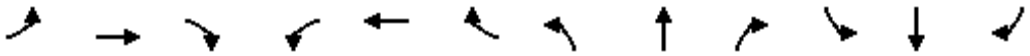
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	746	12	8	985	0	82
Future Vol, veh/h	746	12	8	985	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	35	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	811	13	9	1071	0	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	824	0	1264	412
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	-	-	4.14	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.22	-	3.67	3.32
Pot Cap-1 Maneuver	-	-	802	-	192	589
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	802	-	187	589
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	589	-	-	802	-
HCM Lane V/C Ratio	0.151	-	-	0.011	-
HCM Control Delay (s)	12.2	-	-	9.5	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-



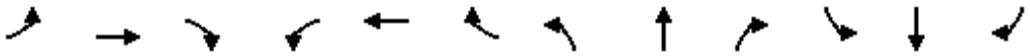
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	692	109	195	849	70	37	63	186	51	304	65
Future Volume (veh/h)	47	692	109	195	849	70	37	63	186	51	304	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	752	118	212	923	76	40	68	202	55	330	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	1862	292	384	2011	166	81	119	289	87	375	77
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	564	3078	483	637	3324	274	123	410	997	146	1295	266
Grp Volume(v), veh/h	51	434	436	212	493	506	310	0	0	456	0	0
Grp Sat Flow(s),veh/h/ln	564	1777	1783	637	1777	1821	1530	0	0	1706	0	0
Q Serve(g_s), s	4.9	11.5	11.5	23.5	13.7	13.7	0.0	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	18.6	11.5	11.5	35.0	13.7	13.7	15.7	0.0	0.0	23.3	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.15	0.13		0.65	0.12		0.16
Lane Grp Cap(c), veh/h	335	1075	1079	384	1075	1102	488	0	0	539	0	0
V/C Ratio(X)	0.15	0.40	0.40	0.55	0.46	0.46	0.64	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	335	1075	1079	384	1075	1102	521	0	0	575	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.8	9.3	9.3	18.4	9.7	9.7	28.0	0.0	0.0	30.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.1	1.1	5.6	1.4	1.4	2.2	0.0	0.0	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	7.8	7.8	6.9	8.9	9.1	9.9	0.0	0.0	16.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	10.4	10.4	24.1	11.1	11.1	30.2	0.0	0.0	41.5	0.0	0.0
LnGrp LOS	B	B	B	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h		921			1211			310			456	
Approach Delay, s/veh		10.7			13.4			30.2			41.5	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.9		31.1		58.9		31.1				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 53		28.0		* 53		28.0				
Max Q Clear Time (g_c+I1), s		37.0		17.7		20.6		25.3				
Green Ext Time (p_c), s		7.6		1.4		7.2		0.8				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	692	109	195	849	70	37	63	186	51	304	65
Future Volume (veh/h)	47	692	109	195	849	70	37	63	186	51	304	65
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	752	118	212	923	76	40	68	202	55	330	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	335	1862	292	384	2011	166	81	119	289	87	375	77
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
Prop Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.8	10.4	10.4	24.1	11.1	11.1	30.2	0.0	0.0	41.5	0.0	0.0
Ln Grp LOS	B	B	B	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h		921			1211			310			456	
Approach Delay, s/veh		10.7			13.4			30.2			41.5	
Approach LOS		B			B			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		58.9		31.1		58.9		31.1
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 53		28.0		* 53		28.0
Max Allow Headway (MAH), s		5.5		5.6		5.4		5.4
Max Q Clear (g_c+I1), s		37.0		17.7		20.6		25.3
Green Ext Time (g_e), s		7.6		1.4		7.2		0.8
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.21		0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		637		123		564		146

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3324		410		3078		1295

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		274		997		483		266

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	212	0	310	0	51	0	456
Grp Sat Flow (s), veh/h/ln	0	637	0	1530	0	564	0	1706
Q Serve Time (g_s), s	0.0	23.5	0.0	0.0	0.0	4.9	0.0	7.6
Cycle Q Clear Time (g_c), s	0.0	35.0	0.0	15.7	0.0	18.6	0.0	23.3
Perm LT Sat Flow (s_l), veh/h/ln	0	637	0	999	0	564	0	1127
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1442	0	0	0	1639
Perm LT Eff Green (g_p), s	0.0	54.4	0.0	26.1	0.0	54.4	0.0	26.1
Perm LT Serve Time (g_u), s	0.0	42.9	0.0	2.8	0.0	40.8	0.0	10.4
Perm LT Q Serve Time (g_ps), s	0.0	23.5	0.0	0.0	0.0	4.9	0.0	7.6
Time to First Blk (g_f), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	7.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	7.1
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.13	0.00	1.00	0.00	0.12
Lane Grp Cap (c), veh/h	0	384	0	488	0	335	0	539
V/C Ratio (X)	0.00	0.55	0.00	0.64	0.00	0.15	0.00	0.85
Avail Cap (c_a), veh/h	0	384	0	521	0	335	0	575
Upstream Filter (I)	0.00	1.00	0.00	0.93	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.4	0.0	28.0	0.0	14.8	0.0	30.8
Incr Delay (d2), s/veh	0.0	5.6	0.0	2.2	0.0	1.0	0.0	10.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.1	0.0	30.2	0.0	15.8	0.0	41.5
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	5.7	0.0	0.6	0.0	9.2
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.3	0.0	0.1	0.0	1.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.65	0.00	1.80	0.00	1.50
%ile Back of Q (95%), veh/ln	0.0	6.9	0.0	9.9	0.0	1.2	0.0	16.3
%ile Storage Ratio (RQ%)	0.00	1.76	0.00	0.43	0.00	0.63	0.00	3.53
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	493	0	0	0	434	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1075	0	0	0	1075	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1075	0	0	0	1075	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	0.0	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.72	0.00	1.00	0.00	1.79	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	8.9	0.0	0.0	0.0	7.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.00	0.00	1.37	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	506	0	0	0	436	0	0
Grp Sat Flow (s), veh/h/ln	0	1821	0	0	0	1783	0	0
Q Serve Time (g_s), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.65	0.00	0.27	0.00	0.16
Lane Grp Cap (c), veh/h	0	1102	0	0	0	1079	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1102	0	0	0	1079	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	0.0	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.9	0.0	0.0	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.71	0.00	1.00	0.00	1.78	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	9.1	0.0	0.0	0.0	7.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.00	0.00	1.38	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

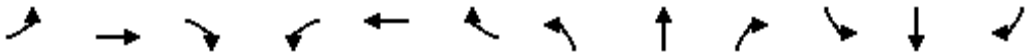
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	153	69	13	143	34	66	1023	34	35	1214	110
Future Volume (veh/h)	90	153	69	13	143	34	66	1023	34	35	1214	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	166	75	14	155	37	72	1112	37	38	1320	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	204	85	56	346	79	125	1843	61	74	1984	180
Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	0.65	0.65	0.65	1.00	1.00	1.00
Sat Flow, veh/h	386	835	347	54	1419	323	123	2840	94	50	3056	277
Grp Volume(v), veh/h	339	0	0	206	0	0	554	0	667	761	0	717
Grp Sat Flow(s),veh/h/ln	1567	0	0	1796	0	0	1371	0	1685	1730	0	1652
Q Serve(g_s), s	9.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	20.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.7	0.0	0.0	9.8	0.0	0.0	13.4	0.0	20.7	0.0	0.0	0.0
Prop In Lane	0.29		0.22	0.07		0.18	0.13		0.06	0.05		0.17
Lane Grp Cap(c), veh/h	434	0	0	481	0	0	935	0	1094	1165	0	1073
V/C Ratio(X)	0.78	0.00	0.00	0.43	0.00	0.00	0.59	0.00	0.61	0.65	0.00	0.67
Avail Cap(c_a), veh/h	540	0	0	600	0	0	935	0	1094	1165	0	1073
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	0.0	35.8	0.0	0.0	7.9	0.0	9.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.0	0.6	0.0	0.0	2.8	0.0	2.5	2.9	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.0	0.0	8.3	0.0	0.0	9.1	0.0	11.7	1.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	36.4	0.0	0.0	10.6	0.0	11.7	2.9	0.0	3.3
LnGrp LOS	D	A	A	D	A	A	B	A	B	A	A	A
Approach Vol, veh/h		339			206			1221			1478	
Approach Delay, s/veh		38.5			36.4			11.2			3.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.9	27.1	62.9	27.1
Change Period (Y+Rc), s	* 4.5	5.1	* 4.5	5.1
Max Green Setting (Gmax), s	* 52	28.1	* 52	28.1
Max Q Clear Time (g_c+I1), s	22.7	20.7	2.0	11.8
Green Ext Time (p_c), s	11.8	1.2	17.3	1.0

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	153	69	13	143	34	66	1023	34	35	1214	110
Future Volume (veh/h)	90	153	69	13	143	34	66	1023	34	35	1214	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	166	75	14	155	37	72	1112	37	38	1320	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	146	204	85	56	346	79	125	1843	61	74	1984	180
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.24	0.24	0.24	0.08	0.08	0.08	0.65	0.65	0.65	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.5	0.0	0.0	36.4	0.0	0.0	10.6	0.0	11.7	2.9	0.0	3.3
Ln Grp LOS	D	A	A	D	A	A	B	A	B	A	A	A
Approach Vol, veh/h		339			206			1221			1478	
Approach Delay, s/veh		38.5			36.4			11.2			3.1	
Approach LOS		D			D			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		62.9		27.1		62.9		27.1
Change Period (Y+Rc), s		* 4.5		5.1		* 4.5		5.1
Max Green (Gmax), s		* 52		28.1		* 52		28.1
Max Allow Headway (MAH), s		5.7		5.5		5.4		5.3
Max Q Clear (g_c+I1), s		22.7		20.7		2.0		11.8
Green Ext Time (g_e), s		11.8		1.2		17.3		1.0
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.54		0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		123		386		50		54

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2840		835		3056		1419

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		94		347		277		323

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T		L+T+R		L+T		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	554	0	339	0	761	0	206
Grp Sat Flow (s), veh/h/ln	0	1371	0	1567	0	1730	0	1796
Q Serve Time (g_s), s	0.0	0.3	0.0	9.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.4	0.0	18.7	0.0	0.0	0.0	9.8
Perm LT Sat Flow (s_l), veh/h/ln	0	377	0	1210	0	497	0	1157
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1497	0	0	0	1795
Perm LT Eff Green (g_p), s	0.0	58.4	0.0	22.0	0.0	58.4	0.0	22.0
Perm LT Serve Time (g_u), s	0.0	58.4	0.0	12.2	0.0	37.8	0.0	3.2
Perm LT Q Serve Time (g_ps), s	0.0	0.3	0.0	9.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	13.2	0.0	2.8	0.0	23.0	0.0	12.1
Serve Time pre Blk (g_fs), s	0.0	13.2	0.0	2.8	0.0	0.0	0.0	9.8
Prop LT Inside Lane (P_L)	0.00	0.13	0.00	0.29	0.00	0.05	0.00	0.07
Lane Grp Cap (c), veh/h	0	935	0	434	0	1165	0	481
V/C Ratio (X)	0.00	0.59	0.00	0.78	0.00	0.65	0.00	0.43
Avail Cap (c_a), veh/h	0	935	0	540	0	1165	0	600
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.9	0.0	32.7	0.0	0.0	0.0	35.8
Incr Delay (d2), s/veh	0.0	2.8	0.0	5.8	0.0	2.9	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.6	0.0	38.5	0.0	2.9	0.0	36.4
1st-Term Q (Q1), veh/ln	0.0	4.6	0.0	6.9	0.0	0.0	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.7	0.0	0.9	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.71	0.00	1.59	0.00	1.80	0.00	1.75
%ile Back of Q (95%), veh/ln	0.0	9.1	0.0	12.2	0.0	1.7	0.0	8.3
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	2.16	0.00	0.07	0.00	1.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	667	0	0	0	717	0	0
Grp Sat Flow (s), veh/h/ln	0	1685	0	0	0	1652	0	0
Q Serve Time (g_s), s	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.22	0.00	0.17	0.00	0.18
Lane Grp Cap (c), veh/h	0	1094	0	0	0	1073	0	0
V/C Ratio (X)	0.00	0.61	0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap (c_a), veh/h	0	1094	0	0	0	1073	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.0	0.0	3.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.7	0.0	0.0	0.0	3.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.61	0.00	1.00	0.00	1.80	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	11.7	0.0	0.0	0.0	1.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.68	0.00	0.00	0.00	0.08	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

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

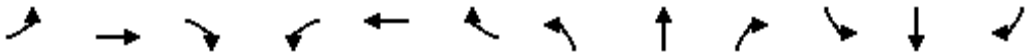
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	219	203	84	7	15
Future Vol, veh/h	22	219	203	84	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	238	221	91	8	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	312	0	-	0	553	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1248	-	-	-	494	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1248	-	-	-	483	772
Mov Cap-2 Maneuver	-	-	-	-	483	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1248	-	-	-	649
HCM Lane V/C Ratio	0.019	-	-	-	0.037
HCM Control Delay (s)	7.9	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	124
Future Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	115	47	75	152	96	49	209	46	68	401	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	229	79	169	220	123	176	669	134	152	657	207
Arrive On Green	0.08	0.08	0.08	0.24	0.24	0.24	0.54	0.54	0.54	1.00	1.00	1.00
Sat Flow, veh/h	393	947	328	293	911	509	154	1244	249	118	1220	385
Grp Volume(v), veh/h	239	0	0	323	0	0	304	0	0	604	0	0
Grp Sat Flow(s),veh/h/ln	1667	0	0	1712	0	0	1647	0	0	1723	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	7.6	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.32		0.20	0.23		0.30	0.16		0.15	0.11		0.22
Lane Grp Cap(c), veh/h	509	0	0	513	0	0	979	0	0	1016	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.63	0.00	0.00	0.31	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	747	0	0	764	0	0	979	0	0	1016	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	1.00	0.00	0.00	0.41	0.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	15.8	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.3	0.0	0.0	0.8	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	5.0	0.0	0.0	2.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	17.1	0.0	0.0	6.6	0.0	0.0	1.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		239			323			304			604	
Approach Delay, s/veh		19.1			17.1			6.6			1.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.1		15.9		29.1		15.9				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		6.2		7.9		2.0		9.6				
Green Ext Time (p_c), s		1.4		1.0		3.8		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	124
Future Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	124
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	115	47	75	152	96	49	209	46	68	401	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	201	229	79	169	220	123	176	669	134	152	657	207
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.08	0.08	0.08	0.24	0.24	0.24	0.54	0.54	0.54	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.1	0.0	0.0	17.1	0.0	0.0	6.6	0.0	0.0	1.1	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		239			323			304			604	
Approach Delay, s/veh		19.1			17.1			6.6			1.1	
Approach LOS		B			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		29.1		15.9		29.1		15.9
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.5		5.5		5.4		5.4
Max Q Clear (g_c+I1), s		6.2		7.9		2.0		9.6
Green Ext Time (g_e), s		1.4		1.0		3.8		1.3
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.15		0.00		0.37

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		154		393		118		293

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1244		947		1220		911

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		249		328		385		509

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	304	0	239	0	604	0	323
Grp Sat Flow (s), veh/h/ln	0	1647	0	1667	0	1723	0	1712
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear Time (g_c), s	0.0	4.2	0.0	5.9	0.0	0.0	0.0	7.6
Perm LT Sat Flow (s_l), veh/h/ln	0	882	0	1150	0	1142	0	1243
Shared LT Sat Flow (s_sh), veh/h/ln	0	1855	0	1700	0	1860	0	1849
Perm LT Eff Green (g_p), s	0.0	24.2	0.0	10.9	0.0	24.2	0.0	10.9
Perm LT Serve Time (g_u), s	0.0	24.2	0.0	3.2	0.0	20.0	0.0	5.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Time to First Blk (g_f), s	0.0	9.2	0.0	2.7	0.0	9.1	0.0	2.8
Serve Time pre Blk (g_fs), s	0.0	4.2	0.0	2.7	0.0	0.0	0.0	2.8
Prop LT Inside Lane (P_L)	0.00	0.16	0.00	0.32	0.00	0.11	0.00	0.23
Lane Grp Cap (c), veh/h	0	979	0	509	0	1016	0	513
V/C Ratio (X)	0.00	0.31	0.00	0.47	0.00	0.59	0.00	0.63
Avail Cap (c_a), veh/h	0	979	0	747	0	1016	0	764
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.41	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.8	0.0	18.4	0.0	0.0	0.0	15.8
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.7	0.0	1.1	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.6	0.0	19.1	0.0	1.1	0.0	17.1
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	2.3	0.0	0.0	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	2.3	0.0	4.3	0.0	0.5	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.86	0.00	0.02	0.00	0.31
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.20	0.00	0.22	0.00	0.30
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

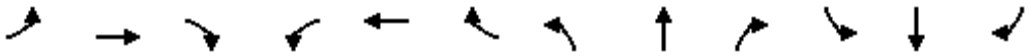
* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Attachment C

Alternative Trip Distribution LOS Worksheets

HCM 6th Signalized Intersection Summary
2: Ivar Avenue & Hollywood Boulevard

09/28/2021



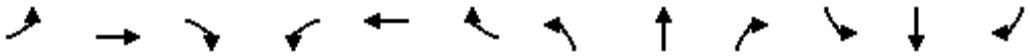
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	692	109	207	849	70	37	63	186	51	304	65
Future Volume (veh/h)	47	692	109	207	849	70	37	63	186	51	304	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	752	118	225	923	76	40	68	202	55	330	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	1862	292	384	2011	166	81	119	289	87	375	77
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	564	3078	483	637	3324	274	123	410	997	146	1295	266
Grp Volume(v), veh/h	51	434	436	225	493	506	310	0	0	456	0	0
Grp Sat Flow(s),veh/h/ln	564	1777	1783	637	1777	1821	1530	0	0	1706	0	0
Q Serve(g_s), s	4.9	11.5	11.5	25.7	13.7	13.7	0.0	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	18.6	11.5	11.5	37.2	13.7	13.7	15.7	0.0	0.0	23.3	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.15	0.13		0.65	0.12		0.16
Lane Grp Cap(c), veh/h	335	1075	1079	384	1075	1102	488	0	0	539	0	0
V/C Ratio(X)	0.15	0.40	0.40	0.59	0.46	0.46	0.64	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	335	1075	1079	384	1075	1102	521	0	0	575	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.8	9.3	9.3	19.0	9.7	9.7	28.0	0.0	0.0	30.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.1	1.1	6.4	1.4	1.4	2.2	0.0	0.0	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	7.8	7.8	7.6	8.9	9.1	9.9	0.0	0.0	16.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	10.4	10.4	25.5	11.1	11.1	30.2	0.0	0.0	41.5	0.0	0.0
LnGrp LOS	B	B	B	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h		921			1224			310			456	
Approach Delay, s/veh		10.7			13.8			30.2			41.5	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	58.9	31.1	58.9	31.1
Change Period (Y+Rc), s	* 4.5	5.0	* 4.5	5.0
Max Green Setting (Gmax), s	* 53	28.0	* 53	28.0
Max Q Clear Time (g_c+I1), s	39.2	17.7	20.6	25.3
Green Ext Time (p_c), s	7.0	1.4	7.2	0.8

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	692	109	207	849	70	37	63	186	51	304	65
Future Volume (veh/h)	47	692	109	207	849	70	37	63	186	51	304	65
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	752	118	225	923	76	40	68	202	55	330	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	335	1862	292	384	2011	166	81	119	289	87	375	77
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
Prop Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.8	10.4	10.4	25.5	11.1	11.1	30.2	0.0	0.0	41.5	0.0	0.0
Ln Grp LOS	B	B	B	C	B	B	C	A	A	D	A	A
Approach Vol, veh/h		921			1224			310			456	
Approach Delay, s/veh		10.7			13.8			30.2			41.5	
Approach LOS		B			B			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		58.9		31.1		58.9		31.1
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 53		28.0		* 53		28.0
Max Allow Headway (MAH), s		5.5		5.6		5.4		5.4
Max Q Clear (g_c+I1), s		39.2		17.7		20.6		25.3
Green Ext Time (g_e), s		7.0		1.4		7.2		0.8
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.21		0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		637		123		564		146

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3324		410		3078		1295

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		274		997		483		266

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	225	0	310	0	51	0	456
Grp Sat Flow (s), veh/h/ln	0	637	0	1530	0	564	0	1706
Q Serve Time (g_s), s	0.0	25.7	0.0	0.0	0.0	4.9	0.0	7.6
Cycle Q Clear Time (g_c), s	0.0	37.2	0.0	15.7	0.0	18.6	0.0	23.3
Perm LT Sat Flow (s_l), veh/h/ln	0	637	0	999	0	564	0	1127
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1442	0	0	0	1639
Perm LT Eff Green (g_p), s	0.0	54.4	0.0	26.1	0.0	54.4	0.0	26.1
Perm LT Serve Time (g_u), s	0.0	42.9	0.0	2.8	0.0	40.8	0.0	10.4
Perm LT Q Serve Time (g_ps), s	0.0	25.7	0.0	0.0	0.0	4.9	0.0	7.6
Time to First Blk (g_f), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	7.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	7.1
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.13	0.00	1.00	0.00	0.12
Lane Grp Cap (c), veh/h	0	384	0	488	0	335	0	539
V/C Ratio (X)	0.00	0.59	0.00	0.64	0.00	0.15	0.00	0.85
Avail Cap (c_a), veh/h	0	384	0	521	0	335	0	575
Upstream Filter (I)	0.00	1.00	0.00	0.93	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.0	0.0	28.0	0.0	14.8	0.0	30.8
Incr Delay (d2), s/veh	0.0	6.4	0.0	2.2	0.0	1.0	0.0	10.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.5	0.0	30.2	0.0	15.8	0.0	41.5
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	5.7	0.0	0.6	0.0	9.2
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.1	0.0	1.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.65	0.00	1.80	0.00	1.50
%ile Back of Q (95%), veh/ln	0.0	7.6	0.0	9.9	0.0	1.2	0.0	16.3
%ile Storage Ratio (RQ%)	0.00	1.93	0.00	0.43	0.00	0.63	0.00	3.53
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	493	0	0	0	434	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1075	0	0	0	1075	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1075	0	0	0	1075	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	0.0	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.72	0.00	1.00	0.00	1.79	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	8.9	0.0	0.0	0.0	7.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.00	0.00	1.37	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	506	0	0	0	436	0	0
Grp Sat Flow (s), veh/h/ln	0	1821	0	0	0	1783	0	0
Q Serve Time (g_s), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	0.0	0.0	11.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.65	0.00	0.27	0.00	0.16
Lane Grp Cap (c), veh/h	0	1102	0	0	0	1079	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1102	0	0	0	1079	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	0.0	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.9	0.0	0.0	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.71	0.00	1.00	0.00	1.78	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	9.1	0.0	0.0	0.0	7.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.00	0.00	1.38	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

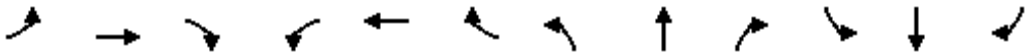
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	136
Future Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	115	47	75	152	96	49	209	46	68	401	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	229	79	169	220	123	176	668	134	151	642	222
Arrive On Green	0.08	0.08	0.08	0.24	0.24	0.24	0.54	0.54	0.54	1.00	1.00	1.00
Sat Flow, veh/h	393	947	328	293	911	509	154	1241	249	115	1192	413
Grp Volume(v), veh/h	239	0	0	323	0	0	304	0	0	617	0	0
Grp Sat Flow(s),veh/h/ln	1667	0	0	1712	0	0	1644	0	0	1720	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	7.6	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.32		0.20	0.23		0.30	0.16		0.15	0.11		0.24
Lane Grp Cap(c), veh/h	509	0	0	513	0	0	978	0	0	1014	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.63	0.00	0.00	0.31	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	747	0	0	764	0	0	978	0	0	1014	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	1.00	0.00	0.00	0.39	0.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	15.8	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.3	0.0	0.0	0.8	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	0.0	5.0	0.0	0.0	2.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	17.1	0.0	0.0	6.6	0.0	0.0	1.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		239			323			304			617	
Approach Delay, s/veh		19.1			17.1			6.6			1.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	29.1	15.9	29.1	15.9
Change Period (Y+Rc), s	* 4.9	* 5	* 4.9	* 5
Max Green Setting (Gmax), s	* 17	* 18	* 17	* 18
Max Q Clear Time (g_c+I1), s	6.2	7.9	2.0	9.6
Green Ext Time (p_c), s	1.4	1.0	3.9	1.3

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	136
Future Volume (veh/h)	71	106	43	69	140	88	45	192	42	63	369	136
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	115	47	75	152	96	49	209	46	68	401	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	201	229	79	169	220	123	176	668	134	151	642	222
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.08	0.08	0.08	0.24	0.24	0.24	0.54	0.54	0.54	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.1	0.0	0.0	17.1	0.0	0.0	6.6	0.0	0.0	1.1	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		239			323			304			617	
Approach Delay, s/veh		19.1			17.1			6.6			1.1	
Approach LOS		B			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		29.1		15.9		29.1		15.9
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.6		5.5		5.4		5.4
Max Q Clear (g_c+I1), s		6.2		7.9		2.0		9.6
Green Ext Time (g_e), s		1.4		1.0		3.9		1.3
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.15		0.00		0.37

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		154		393		115		293

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1241		947		1192		911

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		249		328		413		509

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	304	0	239	0	617	0	323
Grp Sat Flow (s), veh/h/ln	0	1644	0	1667	0	1720	0	1712
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear Time (g_c), s	0.0	4.2	0.0	5.9	0.0	0.0	0.0	7.6
Perm LT Sat Flow (s_l), veh/h/ln	0	872	0	1150	0	1142	0	1243
Shared LT Sat Flow (s_sh), veh/h/ln	0	1855	0	1700	0	1860	0	1849
Perm LT Eff Green (g_p), s	0.0	24.2	0.0	10.9	0.0	24.2	0.0	10.9
Perm LT Serve Time (g_u), s	0.0	24.2	0.0	3.2	0.0	20.0	0.0	5.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Time to First Blk (g_f), s	0.0	9.2	0.0	2.7	0.0	9.1	0.0	2.8
Serve Time pre Blk (g_fs), s	0.0	4.2	0.0	2.7	0.0	0.0	0.0	2.8
Prop LT Inside Lane (P_L)	0.00	0.16	0.00	0.32	0.00	0.11	0.00	0.23
Lane Grp Cap (c), veh/h	0	978	0	509	0	1014	0	513
V/C Ratio (X)	0.00	0.31	0.00	0.47	0.00	0.61	0.00	0.63
Avail Cap (c_a), veh/h	0	978	0	747	0	1014	0	764
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.39	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.8	0.0	18.4	0.0	0.0	0.0	15.8
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.7	0.0	1.1	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.6	0.0	19.1	0.0	1.1	0.0	17.1
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	2.3	0.0	0.0	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	2.3	0.0	4.3	0.0	0.5	0.0	5.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.86	0.00	0.02	0.00	0.31
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.20	0.00	0.24	0.00	0.30
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

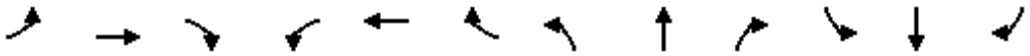
Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
2: Ivar Avenue & Hollywood Boulevard

09/28/2021



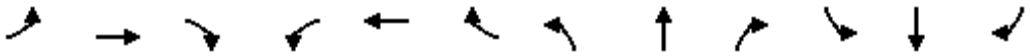
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	731	139	256	792	95	127	233	299	59	93	58
Future Volume (veh/h)	83	731	139	256	792	95	127	233	299	59	93	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	795	151	278	861	103	138	253	325	64	101	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	1606	305	300	1722	206	146	210	256	135	205	110
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.59	0.59	0.59	0.36	0.36	0.36
Sat Flow, veh/h	583	2979	566	593	3196	382	276	592	721	235	576	309
Grp Volume(v), veh/h	90	474	472	278	479	485	716	0	0	228	0	0
Grp Sat Flow(s),veh/h/ln	583	1777	1768	593	1777	1802	1589	0	0	1120	0	0
Q Serve(g_s), s	10.4	15.1	15.1	33.4	15.3	15.3	20.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.7	15.1	15.1	48.5	15.3	15.3	32.0	0.0	0.0	12.0	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.21	0.19		0.45	0.28		0.28
Lane Grp Cap(c), veh/h	295	958	953	300	958	971	613	0	0	449	0	0
V/C Ratio(X)	0.31	0.50	0.50	0.93	0.50	0.50	1.17	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	295	958	953	300	958	971	613	0	0	449	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.2	13.1	13.1	31.8	13.1	13.1	19.4	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	2.7	1.8	1.8	36.2	1.9	1.8	87.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	10.1	10.1	14.1	10.2	10.3	33.7	0.0	0.0	6.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	14.9	14.9	68.0	15.0	14.9	106.8	0.0	0.0	22.8	0.0	0.0
LnGrp LOS	C	B	B	E	B	B	F	A	A	C	A	A
Approach Vol, veh/h		1036			1242			716			228	
Approach Delay, s/veh		15.7			26.8			106.8			22.8	
Approach LOS		B			C			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0				
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0				
Max Green Setting (Gmax), s		* 49		32.0		* 49		32.0				
Max Q Clear Time (g_c+I1), s		50.5		34.0		27.7		14.0				
Green Ext Time (p_c), s		0.0		0.0		7.4		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		40.7
HCM 6th LOS		D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	731	139	256	792	95	127	233	299	59	93	58
Future Volume (veh/h)	83	731	139	256	792	95	127	233	299	59	93	58
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	795	151	278	861	103	138	253	325	64	101	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	295	1606	305	300	1722	206	146	210	256	135	205	110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Prop Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.59	0.59	0.59	0.36	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	23.9	14.9	14.9	68.0	15.0	14.9	106.8	0.0	0.0	22.8	0.0	0.0
Ln Grp LOS	C	B	B	E	B	B	F	A	A	C	A	A
Approach Vol, veh/h		1036			1242			716			228	
Approach Delay, s/veh		15.7			26.8			106.8			22.8	
Approach LOS		B			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		8.0
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0
Change Period (Y+Rc), s		* 4.5		5.0		* 4.5		5.0
Max Green (Gmax), s		* 49		32.0		* 49		32.0
Max Allow Headway (MAH), s		5.7		5.5		5.5		5.8
Max Q Clear (g_c+I1), s		50.5		34.0		27.7		14.0
Green Ext Time (g_e), s		0.0		0.0		7.4		1.4
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		1.00		0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		593		276		583		235

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3196		592		2979		576

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		382		721		566		309

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	278	0	716	0	90	0	228
Grp Sat Flow (s), veh/h/ln	0	593	0	1589	0	583	0	1120
Q Serve Time (g_s), s	0.0	33.4	0.0	20.0	0.0	10.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	48.5	0.0	32.0	0.0	25.7	0.0	12.0
Perm LT Sat Flow (s_l), veh/h/ln	0	593	0	1241	0	583	0	849
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1564	0	0	0	994
Perm LT Eff Green (g_p), s	0.0	48.5	0.0	32.0	0.0	48.5	0.0	32.0
Perm LT Serve Time (g_u), s	0.0	33.4	0.0	20.0	0.0	33.2	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	33.4	0.0	20.0	0.0	10.4	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	5.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	5.1
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.19	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	300	0	613	0	295	0	449
V/C Ratio (X)	0.00	0.93	0.00	1.17	0.00	0.31	0.00	0.51
Avail Cap (c_a), veh/h	0	300	0	613	0	295	0	449
Upstream Filter (I)	0.00	1.00	0.00	0.65	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.8	0.0	19.4	0.0	21.2	0.0	21.9
Incr Delay (d2), s/veh	0.0	36.2	0.0	87.4	0.0	2.7	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
Control Delay (d), s/veh	0.0	68.0	0.0	106.8	0.0	23.9	0.0	22.8
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	9.1	0.0	1.4	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	3.0	0.0	14.9	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.54	0.00	1.41	0.00	1.80	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	14.1	0.0	33.7	0.0	2.9	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	3.59	0.00	1.46	0.00	1.45	0.00	1.44
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	479	0	0	0	474	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	0.0	0.0	15.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	0.0	0.0	15.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	958	0	0	0	958	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	958	0	0	0	958	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.1	0.0	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.0	0.0	0.0	0.0	14.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.0	0.0	5.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.66	0.00	1.00	0.00	1.67	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.2	0.0	0.0	0.0	10.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.62	0.00	0.00	0.00	1.78	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	485	0	0	0	472	0	0
Grp Sat Flow (s), veh/h/ln	0	1802	0	0	0	1768	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	0.0	0.0	15.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	0.0	0.0	15.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	0.00	0.45	0.00	0.32	0.00	0.28
Lane Grp Cap (c), veh/h	0	971	0	0	0	953	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	971	0	0	0	953	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.1	0.0	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.9	0.0	0.0	0.0	14.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.0	0.0	5.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.66	0.00	1.00	0.00	1.67	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	10.3	0.0	0.0	0.0	10.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.62	0.00	0.00	0.00	1.78	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

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

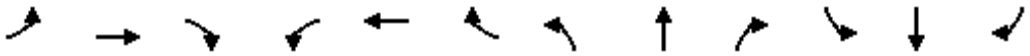
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	180	34	59	189	116	42	351	116	80	238	185
Future Volume (veh/h)	84	180	34	59	189	116	42	351	116	80	238	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	196	37	64	205	126	46	382	126	87	259	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	310	52	146	278	155	125	637	199	178	429	299
Arrive On Green	0.09	0.09	0.09	0.28	0.28	0.28	0.50	0.50	0.50	0.16	0.16	0.16
Sat Flow, veh/h	335	1103	185	190	990	553	77	1276	399	172	860	599
Grp Volume(v), veh/h	324	0	0	395	0	0	554	0	0	547	0	0
Grp Sat Flow(s),veh/h/ln	1623	0	0	1733	0	0	1752	0	0	1631	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	9.2	0.0	0.0	10.0	0.0	0.0	13.4	0.0	0.0
Prop In Lane	0.28		0.11	0.16		0.32	0.08		0.23	0.16		0.37
Lane Grp Cap(c), veh/h	559	0	0	580	0	0	961	0	0	907	0	0
V/C Ratio(X)	0.58	0.00	0.00	0.68	0.00	0.00	0.58	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	738	0	0	772	0	0	961	0	0	907	0	0
HCM Platoon Ratio	0.33	0.33	0.33	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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.30	0.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	14.9	0.0	0.0	8.2	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.5	0.0	0.0	2.5	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	0.0	6.0	0.0	0.0	6.1	0.0	0.0	8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	0.0	16.5	0.0	0.0	10.7	0.0	0.0	15.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		324			395			554			547	
Approach Delay, s/veh		19.3			16.5			10.7			15.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.4	17.6	27.4	17.6
Change Period (Y+Rc), s	* 4.9	* 5	* 4.9	* 5
Max Green Setting (Gmax), s	* 17	* 18	* 17	* 18
Max Q Clear Time (g_c+I1), s	12.0	10.4	15.4	11.2
Green Ext Time (p_c), s	1.7	1.2	0.7	1.4

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	180	34	59	189	116	42	351	116	80	238	185
Future Volume (veh/h)	84	180	34	59	189	116	42	351	116	80	238	185
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	196	37	64	205	126	46	382	126	87	259	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	197	310	52	146	278	155	125	637	199	178	429	299
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Prop Arrive On Green	0.09	0.09	0.09	0.28	0.28	0.28	0.50	0.50	0.50	0.16	0.16	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.3	0.0	0.0	16.5	0.0	0.0	10.7	0.0	0.0	15.8	0.0	0.0
Ln Grp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		324			395			554			547	
Approach Delay, s/veh		19.3			16.5			10.7			15.8	
Approach LOS		B			B			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		8.0		8.0		8.0		8.0
Phs Duration (G+Y+Rc), s		27.4		17.6		27.4		17.6
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5
Max Green (Gmax), s		* 17		* 18		* 17		* 18
Max Allow Headway (MAH), s		5.4		5.5		5.6		5.4
Max Q Clear (g_c+I1), s		12.0		10.4		15.4		11.2
Green Ext Time (g_e), s		1.7		1.2		0.7		1.4
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.51		0.00		0.69

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		77		335		172		190

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1276		1103		860		990

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		399		185		599		553

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T+R		L+T+R		L+T+R		L+T+R

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	554	0	324	0	547	0	395
Grp Sat Flow (s), veh/h/ln	0	1752	0	1623	0	1631	0	1733
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.8
Cycle Q Clear Time (g_c), s	0.0	10.0	0.0	8.4	0.0	13.4	0.0	9.2
Perm LT Sat Flow (s_l), veh/h/ln	0	947	0	1066	0	906	0	1166
Shared LT Sat Flow (s_sh), veh/h/ln	0	1863	0	1587	0	1856	0	1814
Perm LT Eff Green (g_p), s	0.0	22.5	0.0	12.6	0.0	22.5	0.0	12.6
Perm LT Serve Time (g_u), s	0.0	9.1	0.0	3.4	0.0	12.4	0.0	4.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.8
Time to First Blk (g_f), s	0.0	10.2	0.0	3.0	0.0	7.1	0.0	4.0
Serve Time pre Blk (g_fs), s	0.0	10.0	0.0	3.0	0.0	7.1	0.0	4.0
Prop LT Inside Lane (P_L)	0.00	0.08	0.00	0.28	0.00	0.16	0.00	0.16
Lane Grp Cap (c), veh/h	0	961	0	559	0	907	0	580
V/C Ratio (X)	0.00	0.58	0.00	0.58	0.00	0.60	0.00	0.68
Avail Cap (c_a), veh/h	0	961	0	738	0	907	0	772
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.30	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.2	0.0	18.4	0.0	14.9	0.0	14.9
Incr Delay (d2), s/veh	0.0	2.5	0.0	1.0	0.0	0.9	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.7	0.0	19.3	0.0	15.8	0.0	16.5
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	3.3	0.0	5.8	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.1	0.0	0.2	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.80	0.00	1.80	0.00	1.37	0.00	1.80
%ile Back of Q (95%), veh/ln	0.0	6.1	0.0	6.2	0.0	8.2	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.40	0.00	1.24	0.00	0.36	0.00	0.37
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	0.11	0.00	0.37	0.00	0.32
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (95%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

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