FEHR PEERS

FINAL MEMORANDUM

Date: June 6, 2018

To: Rene Dalton, City of Fremont

From: Carrie Modi, AICP and Sam Tabibnia, PE, and Ron Ramos, PE, Fehr & Peers

Subject: Fremont Bicycle Master Plan Transportation Study

OK16-0116.05

California Public Resources Code Section 21080.20 provides a statutory exemption for bicycle master plans, provided that the plan is accompanied by an assessment of its potential effects on safety and traffic, and that it includes any appropriate measures to reduce the potential negative effects. This memorandum provides that required analysis. The memorandum evaluates the potential effects of the updated Fremont Bicycle Master Plan (BMP, draft 2018) on safety, traffic operations, and vehicle miles traveled (VMT) as well as consistency with applicable planning documents.

Overall the proposed BMP is expected to improve safety for all roadway users, is consistent with the applicable planning documents, and would reduce VMT. The BMP may result in an increase in delay and is some instances a change in Level of Service (LOS) at some intersections to exceed the General Plan policy on intersection operations (i.e., LOS). For some of these intersections, the change in LOS was already analyzed in the General Plan EIR and mitigations identified to reduce impacts. Additionally, many of these intersections are located in Priority Development Areas (PDA) of the City (Centerville, Irvington, City Center, and Warm Springs) where General Plan Policy 3-4.2 allows a variable lower peak LOS standard of E or F in order to encourage increased transit, bicycling and walking. In these instances, the focus would be "*on enhancing non-auto modes rather than increasing vehicle capacity" (General Plan Mobility Policy 3-4.2).* Even in these instances where no additional modifications are available and the intersection cannot operate at a level envisioned by the General Plan, it should be noted that one of the goals of both the General Plan and the BMP is to reduce VMT, which the State Legislature has determined is preferred to reducing traffic congestion.

The rest of this memorandum provides more details on the assumptions, methodologies and the results of our evaluation.

SAFETY AND THE BICYCLE MASTER PLAN

As described below, no negative impacts are anticipated from implementation of the BMP update's bicycle facility network on safety, and positive safety outcomes are anticipated. Each type of bikeway design outlined below is consistent with the various applicable design standards and guidance, including the Caltrans *Highway Design Manual* (HDM), and the *California Manual of Uniform Traffic Control Devices* (MUTCD). Thus, the proposed bicycle infrastructure improvements would enhance safety through implementing the appropriate design features, consistent with the applicable standards.

Separated and Dedicated Bikeways

The foundation of the BMP update is a network of Class IV separated bikeways and Class III neighborhood greenways. Class IV separated bikeways are bikeways that physically separate bicyclists from vehicular traffic using some sort of a vertical barrier, such as flexible posts, inflexible physical barriers, concrete medians, and/or on-street parking. Research from across the world and in the United States has demonstrated considerable safety benefits from this kind of facility, and separated bikeways represent a substantial safety upgrade from Class II bicycle lanes, particularly on high speed and volume roadways. These safety improvements derive primarily from reduced risk from collisions with overtaking vehicles and collisions with opening car doors. The Federal Highway Administration (FHWA) has an entire guidebook dedicated to the topic of separated bikeway design, titled *Separated Bike Lane Planning and Design Guide* (2015). As part of the Guide, FHWA assessed data from 17 separated bikeway installations in eight different states across the county. They found that:

- Separated bikeways were generally associated with a decrease in <u>all</u> collision types and not just bicycle crashes.
- Separated bikeways were generally associated with a decrease in <u>per capita bicycle</u> crash rates.
- Where bicycle crashes did increase, this was pronounced at intersections where design practices can vary widely.

- Class II bicycle lanes that were upgraded to Class IV separated bikeways had more positive safety outcomes than those that did not previously have a dedicated bicycle facility. [1]

Note that because separated bikeways typically increase rates of cycling, comparing the before and after collision numbers and/or collision rates per mile without accounting for increases in bicycle volumes or changes to collision severity results may be inaccurate.

Appendix A: Literature Review indicates that prior research has similar findings:

- Separated bike lanes exhibit crash reductions when compared with similar streets without bicycle infrastructure (Nosal, et al. 2011; Winters, et al. 2012; Lusk, et al. 2013; and Harris, et al. 2013).
- Separated bike lanes have not been found to increase crash incidence compared with roads with bike lanes (Nosal, et al. 2011; Teschke, et al. 2012; and Jensen, et al. 2007).
- Separated bike lanes reduce the incidence of vehicle overtaking crashes (Thomas and DeRobertis, 2013).
- Turning movement crashes at intersections with trucks, especially right-turning vehicles across the separated bike lanes ("right hooks"), pose the greatest threat to bicyclists (Collection of Cycle Concepts, 2012).

The BMP also provides Class II buffered bike lanes along corridors that cannot accommodate Class IV separated bikeways or where Class IV separated bikeways may be installed in the long-term as additional funding becomes available. Class II buffered bike lanes are standard bicycle lanes that provide dedicated space in the street for bicyclists with the added benefit of a striped horizontal buffer space typically separating the bicycle lane from the auto lane. There is limited published research on the effectiveness of buffered bicycle lanes in improving safety. However, their implementation and safety considerations are similar to those of standard bicycle lanes. Conventional bicycles lanes have generally been shown to decrease bicycle collisions by a wide range of 5 to 53 percent.[2]

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[1] For more information, see:
www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page03.cfm
Also, Appendix C: Crash Analysis Report (August, 2014)

[2] Multiple sources, including:
Teschke et al. 2012. "Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study". American Journal of Public Health 102 (12): 2336-2343.

Most corridors would accommodate the proposed Class IV separated bikeways or Class II buffered bike lanes by either eliminating and/or narrowing existing auto lanes. Eliminating auto lanes, also known as a "road diet", is a demonstrated safety countermeasure and has a demonstrated crash reduction factor (CRF) between 19 and 47 percent depending on the study.[3]

As documented in the Pedestrian and Bicycle Information Center (PBIC) Report "The Truth about Lane Widths", reducing travel lane widths is a speed management strategy that has also shown to reduce collision frequency in urban settings.[4] According to the National Cooperative Highway Research Program (NCHRP) 330 *Effective Utilization of Street Widths on Urban Arterials* (1990), "narrower lane widths (less than 11 feet) can be used effectively in urban arterial street improvement projects where the additional space can be used to relieve traffic congestion or address specific accident patterns," such as bicycle-auto crashes on roadways without protected bikeways. The NCHRP Report also states, "All projects evaluated during the study that consisted exclusively of lane widths of 10 feet or more resulted in accident rates that were either reduced or unchanged." More recently, the Midwest Research Center (Potts, Harwood, Richard, 2007) noted, "A safety evaluation of lane widths for arterial roadway segments found no indication, except in limited cases, that the use of narrower lanes increases crash frequencies. The lane width effects in the analyses conducted were generally either not statistically significant or indicated that narrower lanes were associated with lower rather than higher crash frequencies. There were limited exceptions to this general finding." The exceptions to this were lane widths of 10 feet or less on four-lane undivided arterials, nine feet or less on four-lane divided arterials, and lane widths of 10 feet or less at all way-stop controlled arterial intersections, none of which are common configurations in Fremont.

Reynolds, C., Harris, A., Teschke, K., Cripton, P., and Winters, M. 2009. "The Impact of Transportation Infrastructure and Crashes: A Review of the Literature." Environmental Health 8 (47).

Duthie, J., Brady, J., Mills, A., and Machemehl, R. "Effects of On-Street Bicycle Configuration on Bicyclist and Motorist Behavior." Transportation Research Record: Journal of the Transportation Research Board, vol. 2190, pp. 37–44, 2010.

[3] The lower CRF is from: Pawlovich, M.D., W. Li, A. Carriquiry, and T. Welch. "Iowa's Experience with Road Diet Measures - Use of Bayesian Approach to Assess Impacts on Crash Frequencies and Crash Rates". Transportation Research Record No. 1953, Transportation Research Board of the National Academies of Science, Washington, D.C., (2006).
The higher CRF is from: Persaud, B., Lana, B., Lyon, C., and Bhim, R. "Comparison of empirical Bayes and full Bayes approaches for before-after road safety evaluations." Accident Analysis & Prevention, Vol. 42, Issue 1, pp. 38-43 (2010)

[4] www.pedbikeinfo.org/data/details.cfm?id=4348

Intersection Safety and Separated Bikeways

The BMP also proposes protected intersections. Protected intersections maintain the separation of the bikeway through the intersection, which removes the collision risk associated with merging and weaving movements that are common with Class II bicycle lanes and Class III bicycle routes at intersection approaches. They funnel right-turn conflicts to a single location and use the curb radius to create strong sight lines between drivers and bicyclists by having drivers cross the bicycle lane perpendicular to the bicycle lane. They can be used in conjunction with a separate signal phase for right-turning vehicles and a bicycle signal to fully remove this conflict. This is generally recommended at locations with high speed right-turns, high traffic volumes, or limited sight distance.[5] San Francisco installed a protected intersection at the 9th Street/Division Street intersection and found that:

- 96 percent of drivers approaching a bicyclist yielded the right-of-way
- 98 percent of vehicles turned at speeds at or below the speed limit[6]

Neighborhood Greenways

Neighborhood greenways are another bicycle safety tool introduced with this BMP update. Neighborhood greenways (also known as "bicycle boulevards") are designed to prioritize bicycle travel using signs, pavement markings, and vertical and/or horizontal traffic calming devices to reduce the speed and/or volume of vehicular traffic, respectively. These are Class III bicycle routes on local/residential streets with low vehicular volumes and speeds. These are an alternative to riding on a fast, high-volume parallel arterial street, typically located a few blocks away. A greater awareness of bicyclist priority, lower vehicular traffic volumes, and slower speeds means a lower potential for collisions and a lower risk of serious injury or death when collisions occur. Neighborhood greenways have been found to have lower cyclist collision rates and a lower proportion of collisions resulting in severe bicyclists injuries.[7] Data from Berkeley suggests that

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[5] Massachusetts Department of Transportation. Separated Bike Lane Guide, Chapter 4 Intersections. 2016. www.mass.gov/files/documents/2017/10/26/SeparatedBikeLaneChapter4_Intersections.pdf

[6] SFMTA, 9th/Division Fact Sheet: www.sfmta.com/sites/default/files/reports-and-documents/2018/03/9th_division_fact_sheet.pdf

[7] Minikel, Eric. "Cyclist safety on bicycle boulevards and parallel arterial routes in Berkeley, California." Accident Analysis and Prevention 45 (2012), 241-247. nacto.org/wp-content/uploads/2012/06/Minikel-2011.pdf

bicycle boulevards have two to eight times lower crash risk than those on parallel, adjacent arterials routes with that difference found to be statistically significant.[8]

CONSISTENCY WITH GENERAL PLAN AND ADOPTED PLANNING DOCUMENT

The City of Fremont General Plan (GP) lays out a robust vision for increasing bicycling use and enhancing bicycling safety citywide. The Mobility Element of the GP provides a vision and framework for a citywide network of complete streets, including a strong policy backing for bicycle improvements throughout the city (*Policies 3-1.4, 3-1.5, 3-1.6, 3-2.4, 3-2.5*). The General Plan includes goals regarding complete streets (*Goal 3.1*) and a citywide reduction in vehicle miles traveled (VMT) (*Goal 3-2*), which both include policies for an improved bicycle network. For example, *Policy 3-1.5 Improving Pedestrian and Bicycle Circulation* states, "incorporate provisions for pedestrians and bicyclists on city streets to facilitate and encourage safe walking and cycling throughout the city." The GP outlines a network of complete streets across the city, proposing routes and facility types for primary bikeways. The BMP update is consistent with these routes outlined in the Mobility Element of the GP. In some cases, the bikeway type has been further upgraded to achieve the GP goals utilizing the latest bicycle safety tools. For example, some corridors proposed as Class II bicycle lanes in the GP have been upgraded to Class IV separated bikeways. The GP also includes a policy which calls for regular updates to the BMP. The next section of this memorandum addresses the consistency of the BMP update with the General Plan's Level of Service (LOS) policy.

The BMP update is consistent with other applicable adopted plans and policies, including:

- Alameda Countywide Bicycle Plan (adopted 2012)
    - The Countywide Bicycle Plan presents a vision network that focuses on access to transit, central business districts, and other commercial areas, and connections and expansions to the trails network. This includes the proposed East Bay Greenway trail and Class II bicycles lanes on many major streets, such as Fremont Boulevard, Peralta Boulevard, and Central Avenue (note: the BMP further upgrades these to Class IV). The Fremont BMP incorporates that network into its proposed bikeway system and presents the information in a manner consistent with the Alameda CTC Local Bicycle Master Plan Guidelines.

[8] Ibid.

- Alameda Countywide Multimodal Arterial Plan (approved 2016)
    - The Countywide Multimodal Arterial Plan developed a comprehensive complete streets assessment and set of recommendations for all arterials in Alameda County, including recommendations for Class IV separated bikeways on Fremont Boulevard, Grimmer Boulevard, and Warm Springs Boulevard. The Fremont BMP incorporates those separated bikeway recommendations in its vision network.

- Fremont Complete Streets Policy (adopted 2013)
    - The BMP implements the principles laid out in the Complete Streets Policy, which expressed the City's commitment to creating and maintaining complete streets with a variety of bicycle-related amenities like bicycle lanes, bicycle routes, and bicycle parking facilities.

- Fremont Vision Zero 2020 (adopted 2016)
    - One of the goals of the BMP is to prioritize bicycle safety to achieve the City's Vision Zero Policy, maintaining zero fatalities and continuing to reduce severe injuries by 2020.

VEHICLE CAPACITY AND THE BICYCLE MASTER PLAN

In general, the implementation of the BMP's citywide network of bicycle facilities is anticipated to result in an increase in the number of bikers citywide and reduce the level of automobile traffic, which would reduce congestion and improve LOS at intersections throughout the City.

The BMP's proposed network of separated bikeways and neighborhood greenways can generally be implemented within the existing curb-to-curb width of streets without reducing the number of auto lanes. Many auto lanes in Fremont are wide (12 feet or wider), as are some existing Class II bicycle lanes (more than six feet wide). This additional width allows implementation of Class IV separated bikeways without reducing the number of through auto lanes, instead reallocating roadway space to the buffer and physical barriers by restriping narrower auto lanes. As shared streets between bicyclists and cars, similar to a Class III bicycle route, neighborhood greenways do not typically affect auto capacity.

However, the design of some of the BMP proposed bikeways may result in vehicle capacity reductions, especially at large intersections. This section of the memorandum addresses the effects of these proposed bikeways on automobile capacity under both Existing (2017/2018) and Cumulative (2040) conditions.

General Plan Level of Service Policy

General Plan Policy 3-4.2 (Variable Level of Service[9] Standards) encourages the adoption of variable LOS standards that "recognize the character of adjacent land uses, the function of different streets, the different modes of transportation on a street or corridor, and other community development goals. The policy stipulates generally maintaining LOS D for locations *outside* of the City Center, Town Centers, and BART Station areas on minor arterials and collector streets. According to Policy 3-4.2, LOS E or LOS F may be acceptable for locations *within* the City Center, Town Centers, BART Station areas, and Priority Development Areas (PDA), and LOS E for regional (CMP network) arterials throughout the City. The General Plan includes this policy because in these locations near transit and/or existing or future bicycling and pedestrian infrastructure, "the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking."

The City of Fremont currently uses LOS D as the standard for peak hour intersection traffic operations throughout the City, but acknowledges that in the City Center, PDAs, Town Centers and BART station areas a peak hour LOS of E or F may be acceptable to encourage transit ridership, bicycling, and walking, and to achieve community character goals and greenhouse gas (GHG) reductions. This document identifies the intersections that may operate at LOS E or LOS F with the implementation of the BMP and recommends measures to offset reductions in intersection operations efficiency where feasible. The memorandum also identifies intersections where the variable LOS policies described above would be applicable. For intersections operating below the LOS standard, this analysis considers the project contribution to be significant if the project would increase the average intersection delay by four or more seconds.

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[9] The operations of roadway facilities are typically described with the term level of service (LOS), a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result and a vehicle may wait through multiple signal cycles before passing through the intersection; these operations are designated as LOS F.

Study Intersections and Data Collection

The potential effects of the BMP update are evaluated at the following 28 locations, as shown on **Figure 1**, because they are most likely to be effected by the proposed BMP update:

1. Fremont Boulevard/Decoto Road
2. Paseo Padre Parkway/Isherwood Way
3. Niles Boulevard/Nursery Avenue
4. Blacow Road/Central Avenue
5. Glenmoor Drive/Central Avenue
6. Logan Drive/Central Avenue
7. Dusterberry Way/Central Avenue
8. Fremont Boulevard/Central Avenue
9. Paseo Padre Parkway/Peralta Boulevard
10. Fremont Boulevard/Country Drive
11. Paseo Padre Parkway/Country Drive
12. Civic Center Drive/Bart Way
13. Fremont Boulevard/Walnut Avenue
14. Liberty Street/Walnut Avenue
15. Paseo Padre Parkway/Walnut Avenue
16. Civic Center Drive/Walnut Avenue
17. Guardino Drive/Walnut Avenue
18. Paseo Padre Parkway/Stevenson Boulevard
19. Fremont Boulevard/Grimmer Boulevard
20. Paseo Padre Parkway/Driscoll Road
21. Paseo Padre Parkway/Chadbourne Drive
22. Paseo Padre Parkway/Washington Boulevard
23. Fremont Boulevard/South Grimmer Boulevard
24. Wisdom Road/South Grimmer Boulevard (future intersection)
25. Osgood Road-Warm Springs Boulevard/South Grimmer Boulevard
26. Mission Boulevard/Paseo Padre Parkway
27. Curtner Road/East Warren Avenue-Paseo Padre Parkway
28. Fernald Street/East Warren Avenue

Fehr & Peers retained a traffic count firm to conduct the peak hour (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) intersection count data in September 2017 and February 2018. The counts include automobiles, trucks, and bicycles by turning movement and pedestrians by approach, and were collected on a clear day, while area schools were in normal session. **Appendix A** presents the existing traffic volume counts. For each study intersection, the peak hour (i.e. the hour with the highest traffic volumes) for the AM and PM peak periods were selected for evaluation.

Existing Traffic Conditions

Figure 2 presents existing intersection lane configurations and traffic control, and **Figure 3** presents the AM and PM peak hour traffic volumes. Based on these roadway configurations and volumes, Fehr & Peers calculated the LOS at the study intersections using the 2010 *Highway Capacity Manual* (HCM) methodologies. **Appendix B** provides the detailed LOS calculation sheets. **Table 1** summarizes the existing intersection analysis results.

Most study intersections currently operate at LOS D or better during both AM and PM peak hours. The following intersections operate at LOS E under Existing conditions:

- The Fremont Boulevard/Decoto Road intersection (#1) during the AM peak hour.
- The Paseo Padre Parkway/Peralta Boulevard intersection (#9) during the AM and PM peak hours.
- The Paseo Padre Parkway/Stevenson Boulevard intersection (#18) during the AM and PM peak hours.
- The Fremont Boulevard/South Grimmer Boulevard intersection (#23) during the AM and PM peak hours.

TABLE 1: EXISTING INTERSECTION LOS SUMMARY

Intersection	Control[1]	Peak Hour	Existing		Existing Plus Project		General Plan Exceedance ?[3]
			Delay[2]	LOS	Delay[2]	LOS	
1. Fremont Boulevard/ Decoto Road[4]	Signal	AM	**61**	**E**	**59**	**E**	No
		PM	55	D	55	D	No
2. Paseo Padre Parkway/ Isherwood Way[4]	Signal	AM	34	C	36	D	No
		PM	33	C	35	C	No
3. Niles Boulevard/ Nursery Avenue	Signal	AM	27	C	31	C	No
		PM	18	B	16	B	No
4. Blacow Road/ Central Avenue	Signal	AM	37	D	46	D	No
		PM	44	D	**66**	**E**	Yes
5. Glenmoor Drive/ Central Avenue[5]	Signal	AM	21	C	24	C	No
		PM	7	A	10	A	No
6. Logan Drive/ Central Avenue[5]	Signal	AM	13	B	15	B	No
		PM	9	A	12	B	No
7. Dusterberry Way/ Central Avenue[5]	Signal	AM	21	C	25	C	No
		PM	18	B	21	C	No
8. Fremont Boulevard/ Central Avenue[4]	Signal	AM	37	D	48	D	No
		PM	29	C	32	C	No
9. Paseo Padre Parkway/ Peralta Boulevard[4]	Signal	AM	**59**	**E**	**64**	**E**	Yes
		PM	**56**	**E**	**61**	**E**	Yes
10. Fremont Boulevard/ Country Drive[4]	Signal	AM	33	C	34	C	No
		PM	21	C	24	C	No
11. Paseo Padre Parkway/ Country Drive[4]	Signal	AM	12	B	13	B	No
		PM	15	B	16	B	No
12. Civic Center/ BART Way[5]	Signal	AM	20	C	20	C	No
		PM	21	C	21	C	No
13. Fremont Boulevard/ Walnut Avenue[4]	Signal	AM	41	D	42	D	No
		PM	47	D	49	D	No
14. Liberty Street/ Walnut Avenue[4]	Signal	AM	21	C	24	C	No
		PM	25	C	33	C	No
15. Paseo Padre Parkway/ Walnut Avenue[4]	Signal	AM	42	D	44	D	No
		PM	49	D	53	D	No
16. Civic Center Drive/ Walnut Avenue[4]	Signal	AM	34	C	42	D	No
		PM	36	D	45	D	No
17. Guardino Drive/ Walnut Avenue[4]	Signal	AM	25	C	27	C	No
		PM	24	C	24	C	No
18. Paseo Padre Parkway/ Stevenson Boulevard[4]	Signal	AM	**63**	**E**	**62**	**E**	No
		PM	**68**	**E**	**65**	**E**	No
19. Fremont Boulevard/ Grimmer Boulevard[4]	Signal	AM	40	D	52	D	No
		PM	47	D	**64**	**E**	Yes
20. Paseo Padre Parkway/ Driscoll Road[4]	Signal	AM	47	D	**112**	**F**	Yes
		PM	42	D	48	D	No
21. Paseo Padre Parkway/ Chadbourne Drive	Signal	AM	29	C	45	D	No
		PM	7	A	8	A	No
22. Paseo Padre Parkway/ Washington Boulevard	Signal	AM	35	D	53	D	No
		PM	32	C	36	D	No

TABLE 1: EXISTING INTERSECTION LOS SUMMARY

Intersection	Control[1]	Peak Hour	Existing		Existing Plus Project		General Plan Exceedance ?[3]
			Delay[2]	LOS	Delay[2]	LOS	
23. Fremont Boulevard/ South Grimmer Boulevard[4]	Signal	AM	**66**	**E**	**94**	**F**	Yes
		PM	**76**	**E**	**144**	**F**	Yes
25. Warm Springs Boulevard-Osgood Road/South Grimmer Boulevard[4]	Signal	AM	48	D	48	D	No
		PM	52	D	52	D	No
26. Paseo Padre Parkway/ Mission Boulevard	Signal	AM	30	C	30	C	No
		PM	44	D	43	D	No
27. Curtner Road/Paseo Padre Parkway-East Warrant Avenue	AWSC	AM	9	A	10	A	No
		PM	19	C	19	C	No
28. Fernald Street/ East Warren Avenue	Signal	AM	28	C	54	D	No
		PM	32	C	32	C	No

Notes:
1. Signal = intersection is controlled by a traffic signal. AWSC = intersection is controlled by an all-way stop.
2. For all intersections, average intersection delay and LOS based on the 2010 HCM method is shown.
3. Based on standard of LOS D or better.
4. The intersection is in a PDA, Town Center, City Center, or BART Station area, and on the CMP network, where LOS E or F may be acceptable.
5. The intersection is in a PDA, Town Center, City Center, or BART Station area, and not on the CMP network, where LOS F may be acceptable.

Source: Fehr & Peers, 2018.

Project Description

Most of the study intersections, except for the Civic Center Drive/BART Way (#12) and Niles Boulevard/Nursery Avenue (#3) intersections, are located along the six major corridors described below:

- The ***Central Avenue*** corridor extends between I-880 and Fremont Boulevard and includes study intersections at Blacow Road, Glenmoor Drive, Logan Drive, Dusterberry Way, and Fremont Boulevard (#4-8). The project would upgrade the existing Class II standard bicycle lanes to Class II buffered bicycle lanes, by generally eliminating one auto lane in each direction on Central Avenue and reducing auto lane widths. Neighborhood bikeway crossing treatments would be installed at Glenmoor Drive (#5), Logan Drive (#6), and Dusterberry Way (#7).
- The ***Walnut Avenue*** corridor extends between Argonaut Way and Mission Boulevard and includes study intersections at Fremont Boulevard, Liberty Street, Paseo Padre Parkway, Civic Center Drive, and Guardino Drive (#13-17). The project would upgrade the existing Class II standard bicycle lanes and Class II buffered bicycle lanes to Class IV separated bikeways by generally narrowing auto lanes and removing some turn pockets. Protected intersections would

be provided at Fremont Boulevard (#13), Liberty Street (#14), Paseo Padre Parkway (#15), Civic Center Drive (#16), and Guardino Drive (#17).

- The ***Fremont Boulevard*** corridor extends between the Union City limit and Mission Boulevard and includes study intersections at Decoto Road, Central Avenue, Country Drive, Walnut Avenue, Grimmer Boulevard, and South Grimmer Boulevard (#1, 8, 10, 13, 19, and 23). The project would upgrade the existing Class II standard bicycle lanes and Class II buffered bicycle lanes to Class IV separated bikeways by generally narrowing auto lanes and removing some turn pockets. Protected intersections would be provided at Decoto Road (#1), Walnut Avenue (#13), Grimmer Boulevard (#19), and South Grimmer Boulevard (#23).
- The ***North Paseo Padre Parkway*** corridor extends between the Newark City limit and Driscoll Road and includes study intersections at Isherwood Way, Peralta Boulevard, Country Drive, Walnut Avenue, Stevenson Boulevard, and Driscoll Road (# 2, 9, 11, 15, 18, and 20). Between Peralta Boulevard and Driscoll Road, the project would add new standard bicycle lanes and upgrade the existing Class II standard bicycle lanes to Class IV separated bikeways by generally narrowing auto lanes and removing some turn pockets. Protected intersections would be provided at all but one (Country Drive (#11)) of the study intersections. Protected intersections would be provided at Isherwood Way (#2), Peralta Boulevard (#9), Walnut Avenue (#15), and Stevenson Boulevard (#18).
- The ***South Paseo Padre Parkway—East Warren Avenue*** corridor extends between Driscoll Road and Warm Springs Boulevard and includes study intersections at Driscoll Road, Chadbourne drive, Washington Boulevard, Mission Boulevard, Curtner Road, and Fernald Street (#20-22 and 26-28). Between Driscoll Road and I-680 and between Mission Boulevard and Curtner Road, the project would install Class II standard bike lanes. Between Curtner Road and Warm Springs Boulevard, the project would install Class IV separated bikeways by generally eliminating one auto lane on Paseo Padre Parkway and reducing lane widths.
- The ***Grimmer Boulevard–South Grimmer Boulevard*** corridor extends between Paseo Padre Parkway on both sides and includes study intersections at Fremont Boulevard on both sides, Wisdom Road, and Warm Springs Boulevard (#19, 23, 24, and 25). The project would upgrade the existing Class II standard bicycle lanes and Class II buffered bicycle lanes to Class IV separated bikeways by generally narrowing auto lanes. Protected intersections would be provided at all but one (Wisdom Road (#24)) of the study intersections.

To determine the feasibility of the BMP projects at the study intersections, the following dimensions were used as suggested in the BMP:

- Separated bike lanes (Class IV) - Preferred: 4-foot buffer and 7-foot bike lane. Minimum: 3-foot buffer and 5-foot bike lane.
- Buffered bike lanes (Class II) - Preferred: 3-foot buffer and 6-foot bike lane. Minimum: 1.5-foot buffer and 5-foot bike lane.
- Standard bike lanes (Class II) - Preferred: 6-foot bike lane. Minimum: 5-foot bike lane.
- Auto lanes - Minimum of 10-foot lanes with an 11-foot outside lane if the corridor is on a bus route and 12-foot outside lane if the corridor is on a designated truck route, and one additional foot along the left edge line for lanes next to medians.

Figure 2 presents the intersection auto and bicycle lane configurations modifications assumed for the BMP project at the study intersections. In addition, this analysis assumes that simple signal timing changes, such as optimization of green time to each intersection approach, would also be implemented as part of implementing the BMP projects.

Existing Plus Project Traffic Conditions

Figure 2 presents the intersection lane configurations and traffic control and **Figure 3** presents the peak hour traffic volumes under Existing Plus Project conditions. Although the implementation of the BMP projects is expected to increase bicycling and reduce driving, this analysis conservatively assumes that the traffic volumes under Existing Plus Project conditions would be the same as under Existing Conditions.

Based on the roadway configurations and volumes presented on Figure 2 and 3, Fehr & Peers calculated the LOS at the study intersections using the 2010 *Highway Capacity Manual* (HCM) methodologies. **Appendix B** provides the detailed LOS calculation sheets**. Table 2** summarizes the existing intersection analysis results.

Most study intersections would continue to operate at LOS D or better during both AM and PM peak hours. The proposed BMP project would exceed the current LOS standard at the following intersections:

- **Blacow Road/Central Avenue intersection** (#4) – The BMP project would cause the intersection to degrade from LOS D to LOS E during the PM peak hour.
- **Paseo Padre Parkway/Peralta Boulevard intersection** (#9) – The intersection would operate at LOS E during both AM and PM peak hours and the BMP project would cause an increase of four or more seconds in the average intersection delay. The General Plan EIR identified this

intersection as a significant and unavoidable impact. In addition, since the intersection is located on the CMP network and partially within a PDA in the Centerville Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS E may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.

- **Fremont Boulevard/Grimmer Boulevard intersection** (#19) – The BMP project would cause the intersection to degrade from LOS D to LOS E during the PM peak hour. The General Plan EIR identifies this intersection as a significant impact that can be mitigated by optimizing signal timing, and changing to a protected phase operation, which would reduce the impact to less than significant. However, the General Plan EIR mitigation has already been implemented and accounted for in the analysis presented in this memorandum; therefore, it is no longer applicable. In addition, since the intersection is located within a PDA in the Irvington Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS E may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.
- **Paseo Padre Parkway/Driscoll intersection** (#20) – The BMP project would cause the intersection to degrade from LOS D to LOS F during the AM peak hour. The General Plan EIR identified this intersection as a significant impact that can be mitigated by providing an additional left-turn pocket on eastbound Paseo Padre Parkway. However, the General Plan EIR mitigation would conflict with the BMP project at this intersection; therefore, it is considered to be infeasible. Since the intersection is located partially within a PDA in the Irvington Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS F may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.
- **Fremont Boulevard/South Grimmer Boulevard intersection** (#23) – The BMP project would cause the intersection to degrade from LOS E to LOS F and increase average intersection delay by four or more seconds during both AM and PM peak hours. The General Plan EIR identified this intersection as a significant impact that can be mitigated by providing an additional let-turn pocket on westbound South Grimmer Boulevard and optimizing signal timings. Also, the City of Fremont TIF Project at this intersection, which incorporates the General Plan EIR mitigation measure and is shown on Figure 2, would improve operations to LOS D or better.. In addition, since the intersection is located within a PDA Warm Spring/South Fremont Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service

Standards), LOS E may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.

In addition to the intersections listed above, the Fremont Boulevard/Decoto Road (#1) and Paseo Padre Parkway/Stevenson Boulevard (#18) intersections would also operate at LOS E under both Existing and Existing Plus Project conditions. However, the proposed BMP project would slightly decrease the average intersection delay at these two intersections. Thus, these two intersections would not exceed the current General Plan Policy on LOS.

2040 No Project Traffic Conditions

The year 2040 traffic volume forecasts used in this analysis are based on the version of the Alameda County Transportation Commission (Alameda CTC) Travel Demand Model released in May 2015. The Model uses land use and socio-economic data consistent with Association of Bay Area Government (ABAG) *Projections 2013* (Consistent with the 2040 Regional Transportation Plan/ Sustainable Communities Strategy). The land use database was modified to reflect more accurate land use projections within the City of Fremont.

The roadway and transit networks in the Model were also checked to ensure that they accurately reflect the expected networks. Major transportation changes in and around Fremont assumed in the Model between 2017 and 2040 include the Irvington BART Station and full implementation of Express/HOT lanes in both directions of I-680 and I-880 in the vicinity of Fremont.

The AM and PM peak-hour roadway segment volumes forecasted by the constrained Alameda CTC Model for existing conditions and 2040 were used to develop 2040 turning movement forecasts at the study intersections using the "Furness" process, which adjusts existing turning movement volumes to reflect changes in roadway segment volumes forecasted by the Alameda CTC Model.[10]

The 2040 analysis also accounts for planned intersection modifications that are funded and are expected to be constructed by 2040. These modifications, which are generally based on the City's TIF, are shown on **Figure 2**. In general, the 2040 analyses assume the same signal timings as existing

[10] Outlined in NCHRP-255, the industry-standard Furness technique is used to estimate projected (future) intersection turning movement volumes based on comparing existing traffic volume counts and the Model results. It uses mathematical formulae to balance roadway segment volumes approaching, and departing from, the intersection and thus balances turning volumes that make sense compared to the existing counts and Model results. This process improves the level of confidence in the forecasted future turning movement volumes.

signal timings at most of the study intersection, except at intersections where the proposed modifications would require changes to signal timings. In addition, this analysis assumes that simple signal timing changes, such as allocation of green time to each intersection approach, would be implemented as part of routine signal maintenance at all intersections. Note that this analysis conservatively does not account for the citywide signal modernization program that the City of Fremont is currently pursuing and that will improve efficiency and travel time for major corridors throughout the City.

Figure 2 presents the intersection lane configurations and traffic controls, and **Figure 4** presents the peak hour traffic volumes under 2040 No Project conditions. Based on these roadway configurations and volumes, Fehr & Peers calculated the LOS at the study intersections using the 2010 *Highway Capacity Manual* (HCM) methodologies. **Appendix B** provides the detailed LOS calculation sheets. **Table 2** summarizes the existing intersection analysis results.

TABLE 2: 2040 INTERSECTION LOS SUMMARY

Intersection	Control[1]	Peak Hour	2040 No Project		2040 Plus Project		General Plan Exceedance ?[3]
			Delay[2]	LOS	Delay[2]	LOS	
1. Fremont Boulevard/ Decoto Road[4]	Signal	AM	**61**	**E**	**66**	**E**	Yes
		PM	**63**	**E**	**67**	**E**	No
2. Paseo Padre Parkway/ Isherwood Way[4]	Signal	AM	49	D	49	D	No
		PM	33	C	33	C	No
3. Niles Boulevard/ Nursery Avenue	Signal	AM	**63**	**E**	**63**	**E**	No
		PM	**63**	**E**	**66**	**E**	No
4. Blacow Road/ Central Avenue	Signal	AM	41	D	**64**	**E**	Yes
		PM	55	D	**101**	**F**	Yes
5. Glenmoor Drive/ Central Avenue[5]	Signal	AM	22	C	39	D	No
		PM	10	A	15	B	No
6. Logan Drive/ Central Avenue[5]	Signal	AM	16	B	21	C	No
		PM	14	B	43	D	No
7. Dusterberry Way/ Central Avenue[5]	Signal	AM	20	C	26	C	No
		PM	17	B	20	B	No
8. Fremont Boulevard/ Central Avenue[4]	Signal	AM	42	D	**65**	**E**	Yes
		PM	29	C	49	D	No
9. Paseo Padre Parkway/ Peralta Boulevard[4]	Signal	AM	52	D	**102**	**F**	Yes
		PM	47	D	**90**	**F**	Yes
10. Fremont Boulevard/ Country Drive[4]	Signal	AM	39	D	41	D	No
		PM	25	C	29	C	No
11. Paseo Padre Parkway/ Country Drive[4]	Signal	AM	14	B	16	B	No
		PM	19	B	20	B	No
12. Civic Center/ BART Way[5]	Signal	AM	24	C	24	C	No
		PM	28	C	28	C	No

TABLE 2: 2040 INTERSECTION LOS SUMMARY

Intersection	Control[1]	Peak Hour	2040 No Project		2040 Plus Project		General Plan Exceedance ?[3]
			Delay[2]	LOS	Delay[2]	LOS	
13. Fremont Boulevard/ Walnut Avenue[4]	Signal	AM	46	D	48	D	No
		PM	51	D	55	D	No
14. Liberty Street/ Walnut Avenue[4]	Signal	AM	23	C	29	C	No
		PM	33	C	51	D	No
15. Paseo Padre Parkway/ Walnut Avenue[4]	Signal	AM	51	D	52	D	No
		PM	49	D	52	D	No
16. Civic Center Drive/ Walnut Avenue[4]	Signal	AM	36	D	49	D	No
		PM	42	D	**76**	**E**	Yes
17. Guardino Drive/ Walnut Avenue[4]	Signal	AM	28	C	29	C	No
		PM	25	C	26	C	No
18. Paseo Padre Parkway/ Stevenson Boulevard[4]	Signal	AM	37	D	37	D	No
		PM	47	D	46	D	No
19. Fremont Boulevard/ Grimmer Boulevard[4]	Signal	AM	**66**	**E**	**70**	**E**	No
		PM	**141**	**F**	**141**	**F**	No
20. Paseo Padre Parkway/ Driscoll Road[4]	Signal	AM	**65**	**E**	**143**	**F**	Yes
		PM	55	D	**105**	**F**	Yes
21. Paseo Padre Parkway/ Chadbourne Drive	Signal	AM	32	C	**61**	**E**	Yes
		PM	8	A	9	A	No
22. Paseo Padre Parkway/ Washington Boulevard	Signal	AM	28	C	31	C	No
		PM	27	C	29	C	No
23. Fremont Boulevard/ South Grimmer Boulevard[4]	Signal	AM	**76**	**E**	**77**	**E**	No
		PM	**74**	**E**	**75**	**E**	No
24. Wisdom Road/ South Grimmer Boulevard[4]	Signal	AM	24	C	24	C	No
		PM	20	B	20	B	No
25. Warm Springs Boulevard-Osgood Road/South Grimmer Boulevard[4]	Signal	AM	**63**	**E**	**63**	**E**	No
		PM	**76**	**E**	**76**	**E**	No
26. Paseo Padre Parkway/ Mission Boulevard	Signal	AM	**71**	**E**	**74**	**E**	No
		PM	**112**	**F**	**112**	**F**	No
27. Curtner Road/Paseo Padre Parkway-East Warrant Avenue	AWSC	AM	10	A	11	B	No
		PM	33	D	33	D	No
28. Fernald Street/ East Warren Avenue	Signal	AM	**107**	**F**	**167**	**F**	Yes
		PM	48	D	48	D	No

Notes:
1. Signal = intersection is controlled by a traffic signal. AWSC = intersection is controlled by an all-way stop.
2. For signalized intersections, average intersection delay and LOS based on the 2010 HCM method is shown.
3. Based on standard of LOS D or better.
4. The intersection is in a PDA, Town Center, City Center, or BART Station area, and not the CMP network, where LOS E or F may be acceptable.
5. The intersection is in a PDA, Town Center, City Center, or BART Station area, and on the CMP network, where LOS F may be acceptable.

Source: Fehr & Peers, 2018.

2040 Plus Project Traffic Conditions

Figure 2 presents the intersection lane configurations and traffic controls, and **Figure 4** presents the peak hour traffic volumes under 2040 No Project conditions. Although the implementation of the BMP projects is expected to increase bicycling and reduce driving, this analysis conservatively assumes that the traffic volumes under 2040 Plus Project conditions would be the same as under 2040 No Project conditions.

Based on the roadway configurations and volumes presented on Figures 2 and 4, Fehr & Peers calculated the LOS at the study intersections using the 2010 *Highway Capacity Manual* (HCM) methodologies. **Appendix B** provides the detailed LOS calculation sheets**. Table 2** summarizes the intersection analysis results under 2040 Plus Project conditions.

Most study intersections would continue to operate at LOS D or better during both AM and PM peak hours. The proposed BMP project would exceed the current LOS standard at the following intersections:

- **Fremont Boulevard/Decoto Road Intersection** (#1) – The intersection would operate at LOS E during the AM peak hour, and the BMP project would cause an increase of four or more seconds in the average intersection delay. Since the intersection is located within a PDA in the Centerville Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS E may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.
- **Blacow Road/Central Avenue intersection** (#4) – The BMP project would cause the intersection to degrade from LOS D during both AM and PM peak hours to LOS E during the AM peak hour and LOS F during the PM peak hour.
- **Fremont Boulevard/Central Avenue intersection** (#8) – The BMP project would cause the intersection to degrade from LOS D to LOS E during the AM peak hour. The General Plan EIR identified this intersection as a significant impact that can be mitigated by adding a second left-turn pocket on northbound Fremont Boulevard. However, the General Plan EIR mitigation would conflict with the BMP project at this intersection; therefore, it is considered to be infeasible. Since the intersection is located within a PDA in the Centerville Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS E may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.

- **Paseo Padre Parkway/Peralta Boulevard intersection** (#9) – The BMP project would cause the intersection to degrade from LOS D to LOS F during both AM and PM peak hours. The General Plan EIR identified this intersection as a significant and unavoidable impact. In addition, since the intersection is located on the CMP network and partially within a PDA in the Centerville Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS F may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.
- **Civic Center Drive/Walnut Avenue intersection** (#16) – The BMP project would cause the intersection to degrade from LOS D to LOS E during the PM peak hour. Since the intersection is located near a BART station in the Central Fremont Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS E may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.
- **Paseo Padre Parkway/Driscoll intersection** (#20) – The BMP project would cause the intersection to degrade from LOS E during the AM peak hour and LOS D during the PM peak hour to LOS F during both AM and PM peak hours. The General Plan EIR identified this intersection as a significant impact that can be mitigated by providing an additional left-turn pocket on eastbound Paseo Padre Parkway. However, the General Plan EIR mitigation would conflict with the BMP project at this intersection; therefore, it is considered to be infeasible. Since the intersection is located partially within a PDA in the Irvington Community Plan area, according to the General Plan Policy 3-4.2 (Variable Level of Service Standards), LOS F may be the applicable LOS standard for the intersection when balanced with the goal of increasing transit use, bicycling and walking.
- **Paseo Padre Parkway/Chadbourne Drive intersection** (#21) – The BMP project would cause the intersection to degrade from LOS C to LOS E during the PM peak hour. This intersection is located on a minor arterial street with a residential characteristic and is near an elementary school. The intersection is not located in City Center, Town Centers, BART Station areas, or a PDA. However, considering that traffic safety, neighborhood walkability and bike friendly streets should be prioritized at this intersection, LOS E may be the applicable LOS standard for the intersection, per General Plan Policy 3-4.2 (Variable Level of Service Standards).
- **Fernald Street/East Warren Avenue intersection** (#28) – The intersection would operate at LOS F during the AM peak hour, and the BMP project would cause an increase of four or more seconds in the average intersection delay. The intersection is not located in City

Center, Town Centers, BART Station areas, or a PDA. However, considering that this intersection is located adjacent to a school where bicyclist, pedestrian, and student safety is a priority, LOS E may be the applicable LOS standard for the intersection, per General Plan Policy 3-4.2 (Variable Level of Service Standards.

In addition to the intersections listed above, the Niles Boulevard/Nursery Avenue (#3), Fremont Boulevard/Grimmer Boulevard (#19), Fremont Boulevard/South Grimmer Boulevard (#23), Warm Springs Boulevard-Osgood Road/South Grimmer Boulevard (#24), and Paseo Padre Parkway/ Mission Boulevard (#25) intersections would also operate at LOS E under both 2040 No Project and 2040 Plus Project conditions. However, the proposed BMP project would increase the average intersection delay at these five intersections by less than four seconds. Thus, these five intersections would not exceed the current General Plan Policy on LOS.

While use of a regional scale travel demand model, as described above and used in this assessment, is an industry accepted method to study future intersections operations, there is great uncertainty in forecasting travel volumes over 20 to 30 year horizon. In Contrast, the BMP would deliver improvements in safety and multimodal accessibility that benefits the traveling public in the near-term.

SB743 AND THE BICYCLE MASTER PLANS

Although intersection LOS is still relevant to achieve compliance with the City's General Plan goals, it is instructive that Senate Bill 743 (Steinberg 2013) eliminates auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining a significant environmental impact under CEQA.

In place of the existing automobile congestion based criteria, SB 743 directs the Office of Planning and Research (OPR) to develop criteria that "promote[s] the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." OPR has sent the proposed guidelines to the State National Resource Agency and the final guidelines will likely be adopted in 2018. OPR may allow a subsequent opt-in period of one to two years.

The most recent draft update to OPR's proposed guidelines continues to recommend VMT as the most appropriate measure of transportation impacts and propose that transit, bicycle, and pedestrian projects be assumed to have a less-than-significant impact. If these proposed guidelines are adopted, a bicycle facility project will be assumed to not have a significant environmental impact

under CEQA unless it can be demonstrated to increase VMT. A network of separated bikeways and bicycle boulevards would make it safer, easier, and more convenient to travel without an automobile and reduce the priority and amount of roadway for automobiles. Since this would result in an increase in bicycling and decrease in driving, a finding of increased VMT is highly unlikely.

Attachments:

Figure 1: Project Study Area

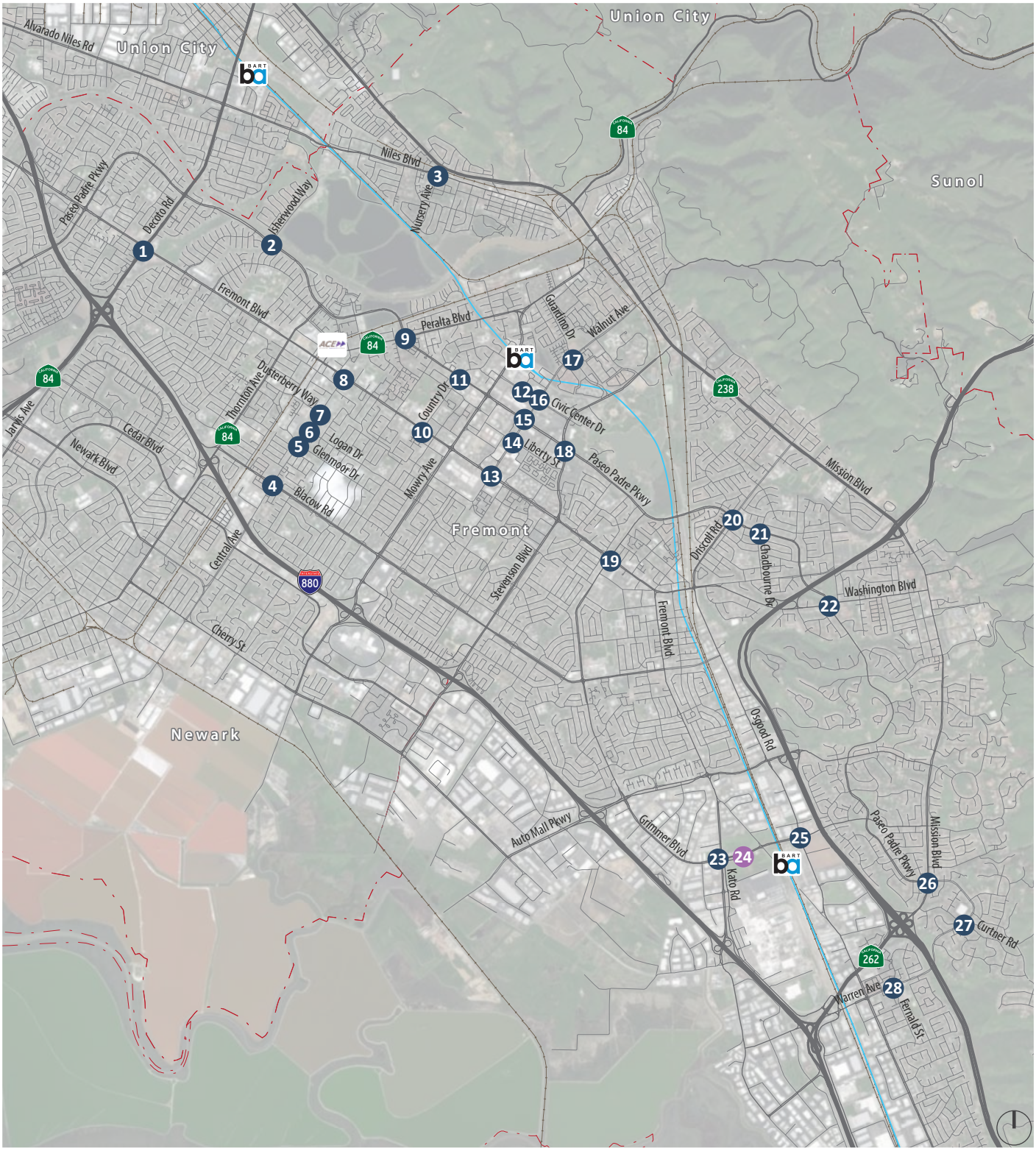
Figure 2: Intersection Configurations, Bicycle Facilities, and Traffic Controls

Figure 3: Existing and Existing Plus Project Conditions Peak Hour Intersection Traffic Volumes

Figure 4: Year 2040 No Project and Plus Project Conditions Peak Hour Intersection Traffic Volumes

Appendix A: Intersection Counts

Appendix B: LOS Calculations



Study Intersection

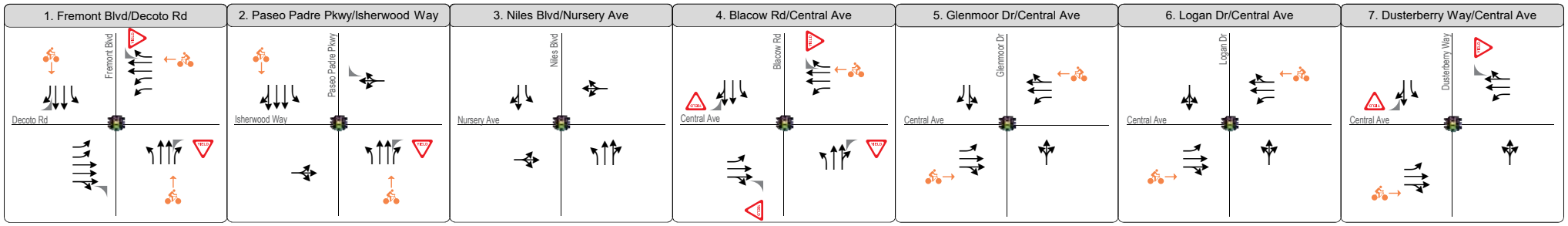
24 Future Intersection

Figure 1

Project Study Area

OK16-0116.05_1_StudyArea

EXISTING NO PROJECT



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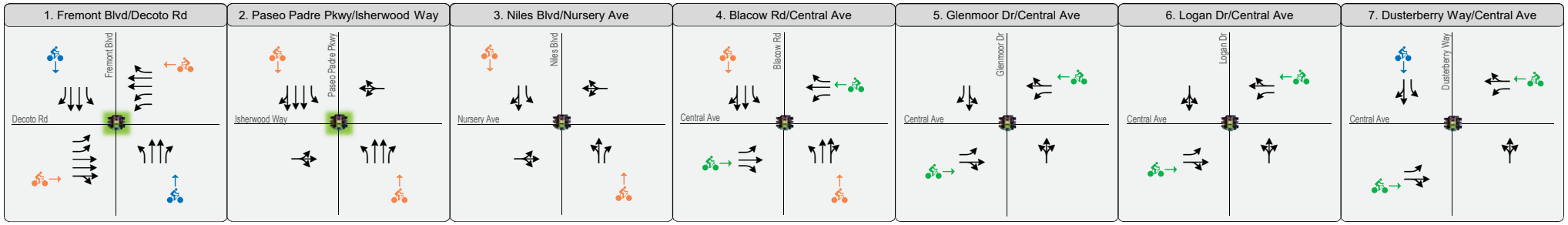

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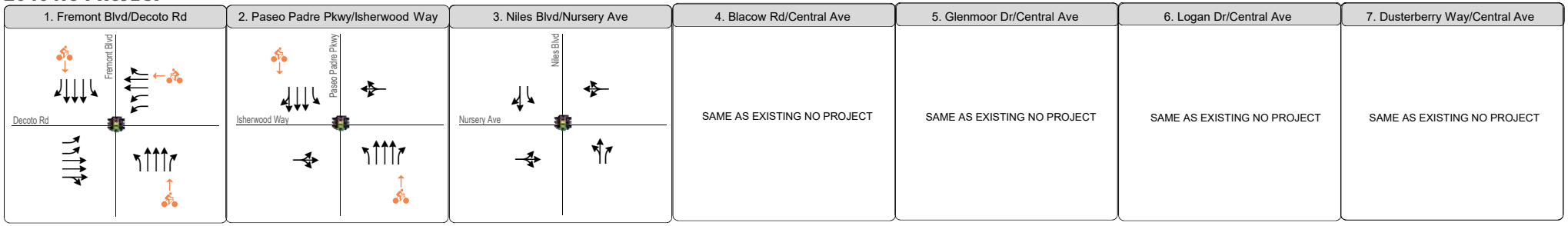

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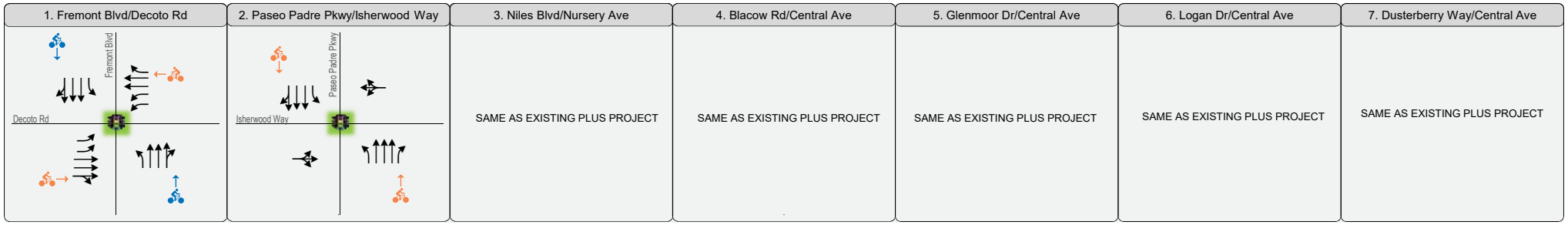

Signalized Intersection | Stop Sign | Yield Sign | Slip Lane | Protected Intersection

Standard Bike Lanes | Buffered Bike Lanes | Separated Bike Lanes

Figure 2a

Intersection Lane Configurations, Bicycle Facilities, and Traffic Control

OK16-0116.05_Xa_LaneGeos

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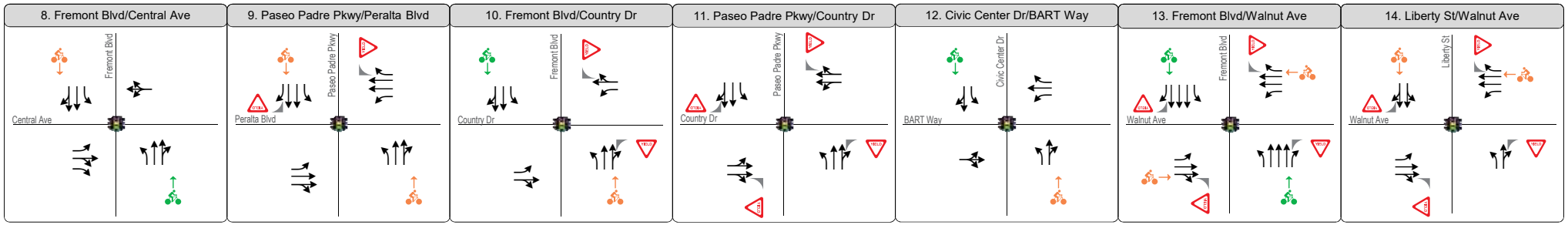

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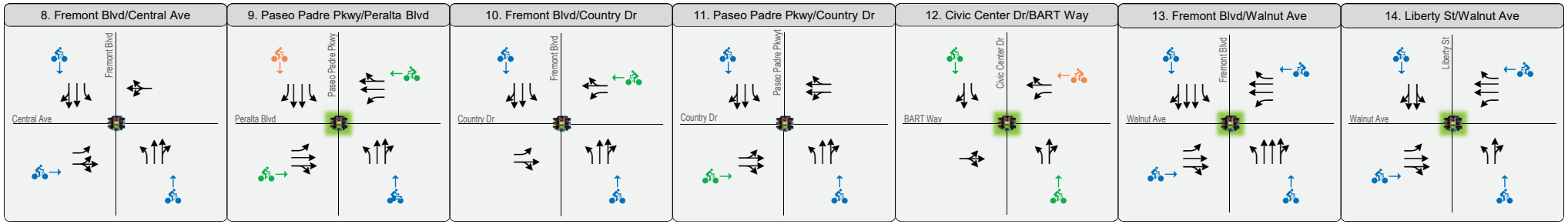

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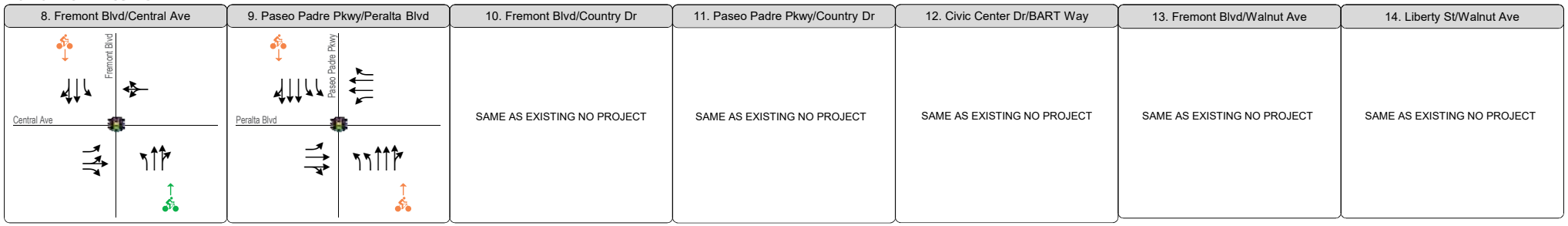

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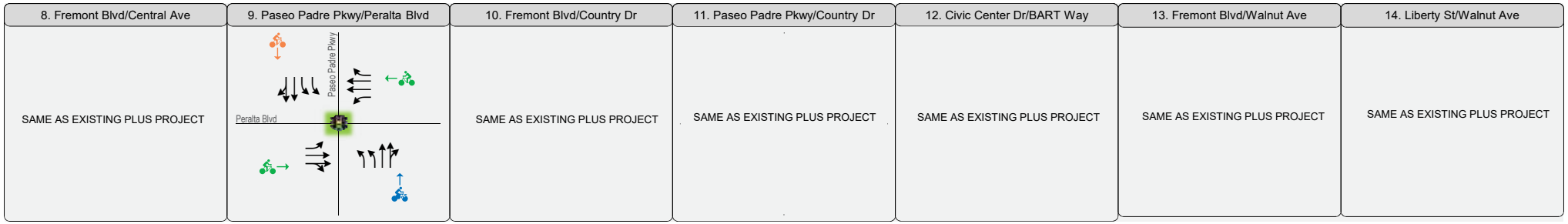


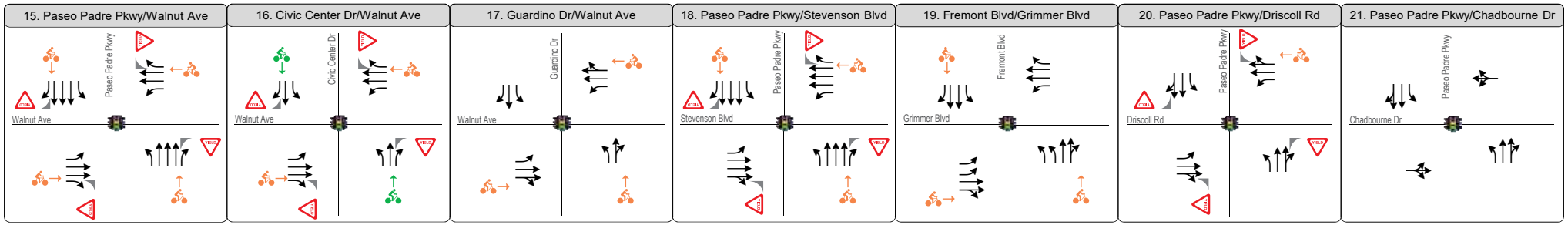
Signalized Intersection | Stop Sign | Yield Sign | Slip Lane | Protected Intersection

Standard Bike Lanes | Buffered Bike Lanes | Separated Bike Lanes

Figure 2b

Intersection Lane Configurations, Bicycle Facilities, and Traffic Control

EXISTING NO PROJECT



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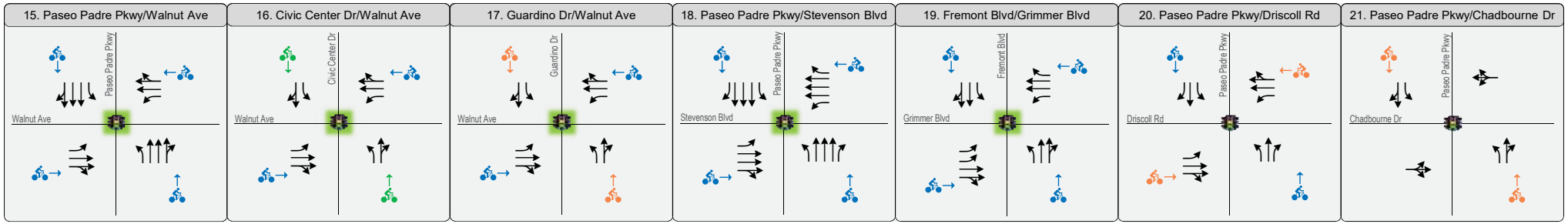

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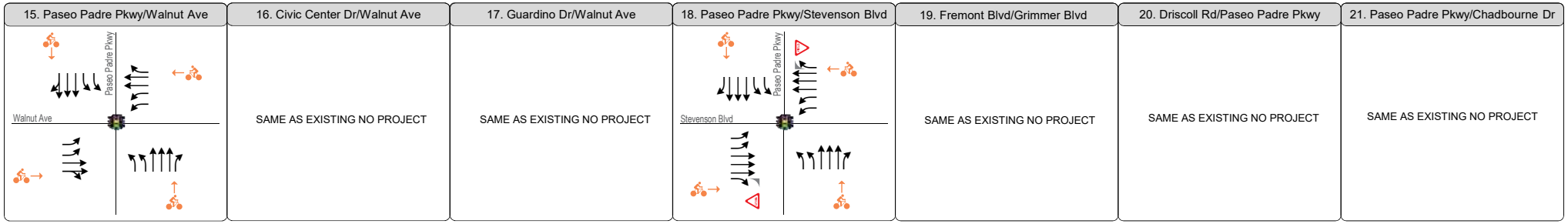

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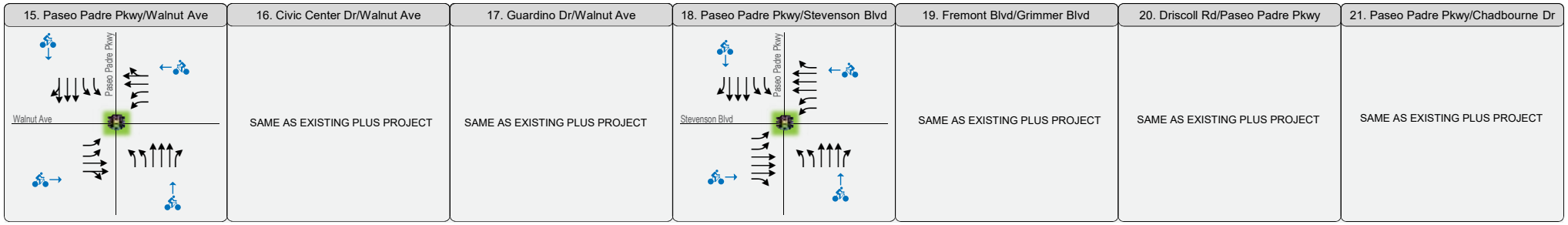

Signalized Intersection | Stop Sign | Yield Sign | Slip Lane | Protected Intersection

Standard Bike Lanes | Buffered Bike Lanes | Separated Bike Lanes

Figure 2c

Intersection Lane Configurations, Bicycle Facilities, and Traffic Control

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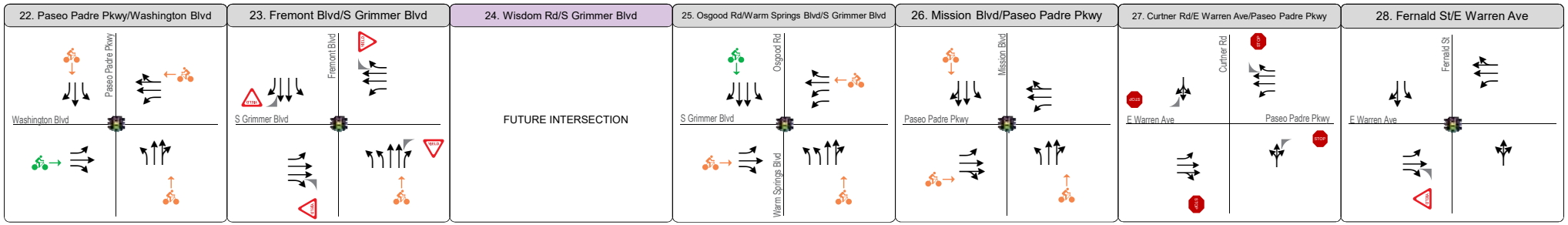

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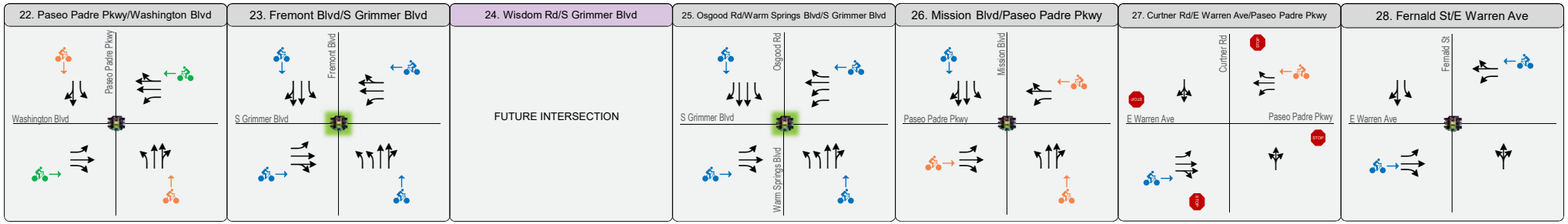
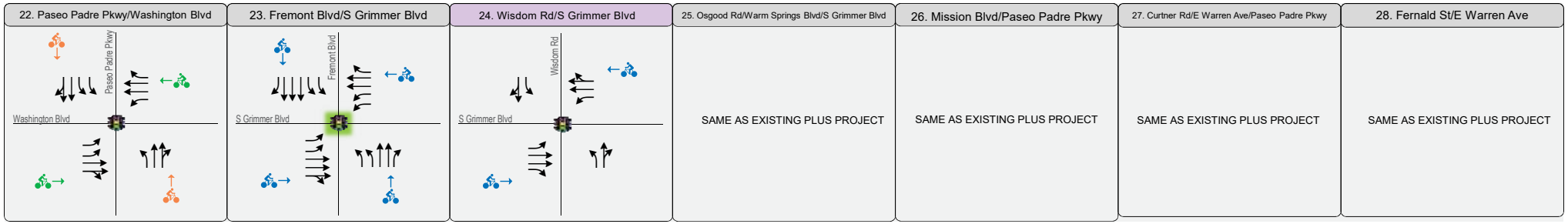


2040 NO PROJECT

2040 PLUS PROJECT

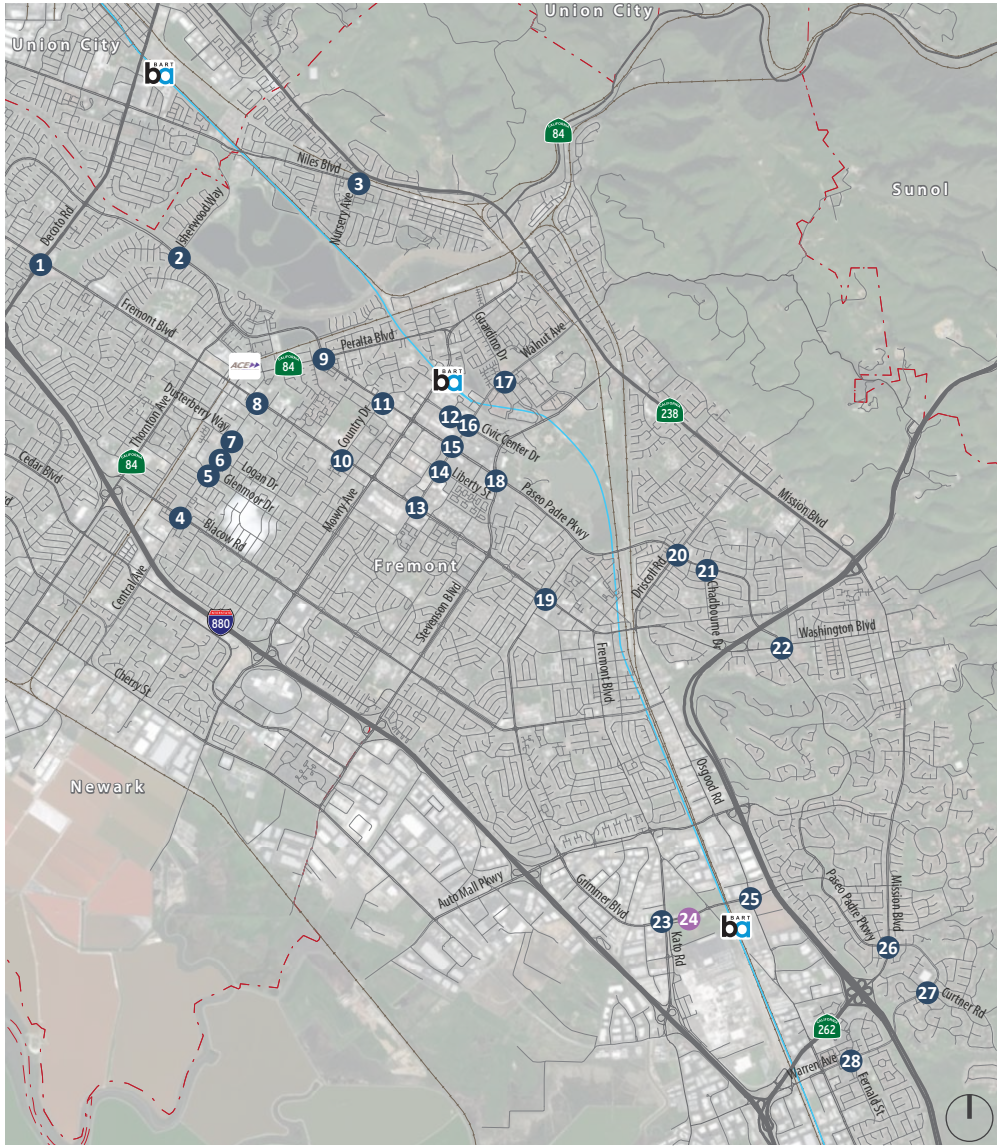


Signalized Intersection | Stop Sign | Yield Sign | Slip Lane | Protected Intersection

Standard Bike Lanes | Buffered Bike Lanes | Separated Bike Lanes

Figure 2d

Intersection Lane Configurations, Bicycle Facilities, and Traffic Control



XX (YY) AM (PM) Peak Hour Traffic Volumes

Study Intersection

24 Future Intersection

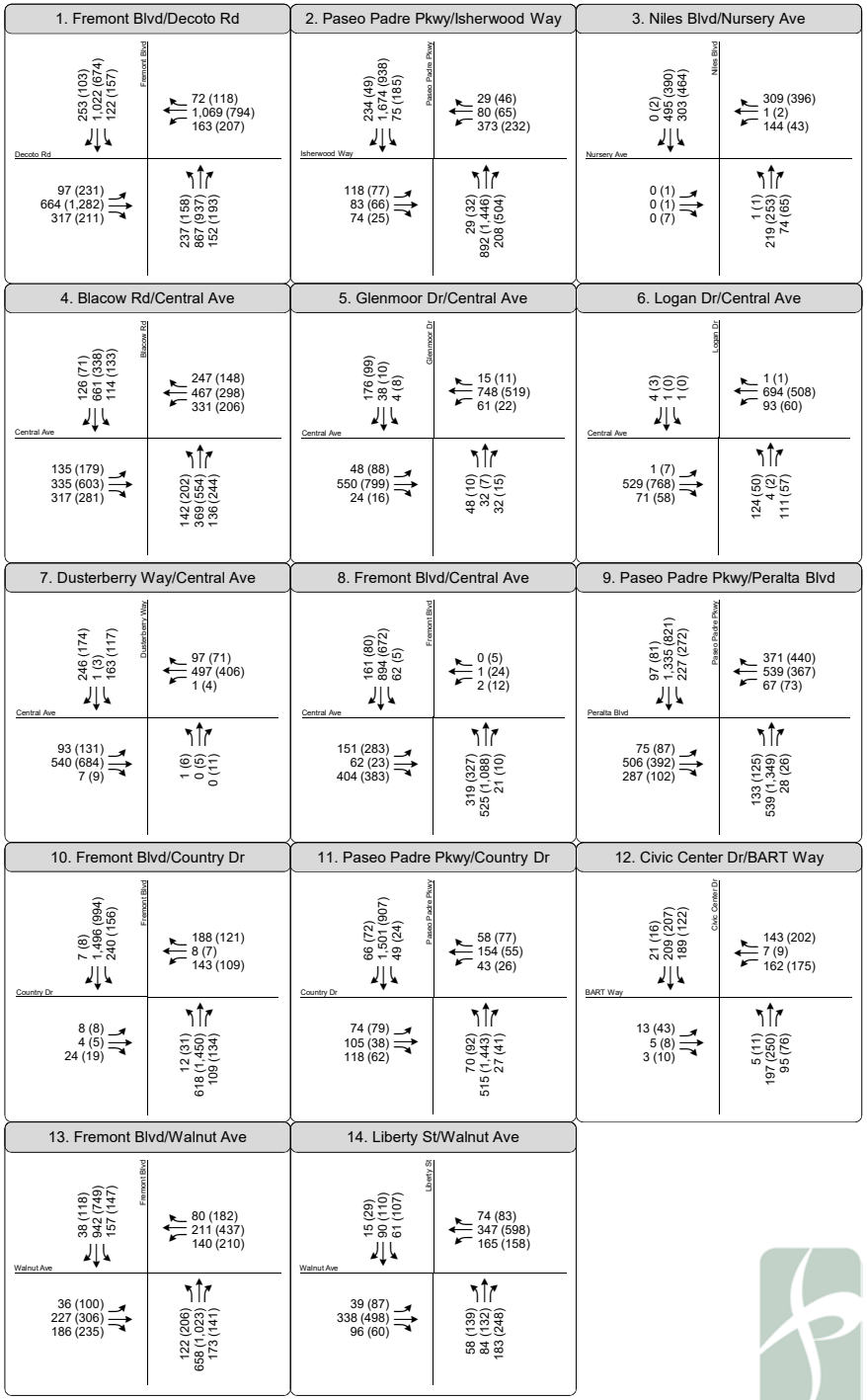
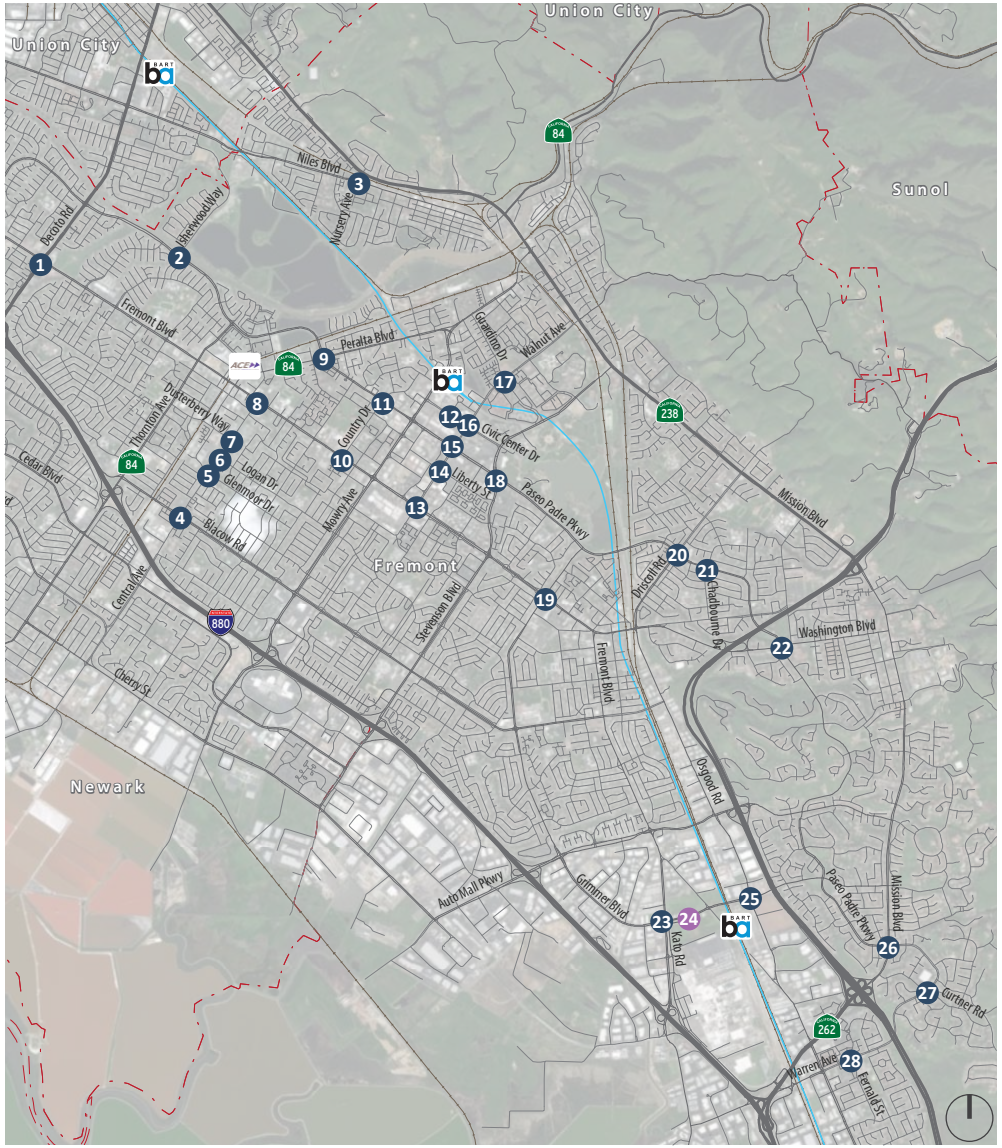


Figure 3a

Existing and Existing Plus Project Conditions Peak Hour Intersection Traffic Volumes



XX (YY) AM (PM) Peak Hour Traffic Volumes

Study Intersection

24 Future Intersection

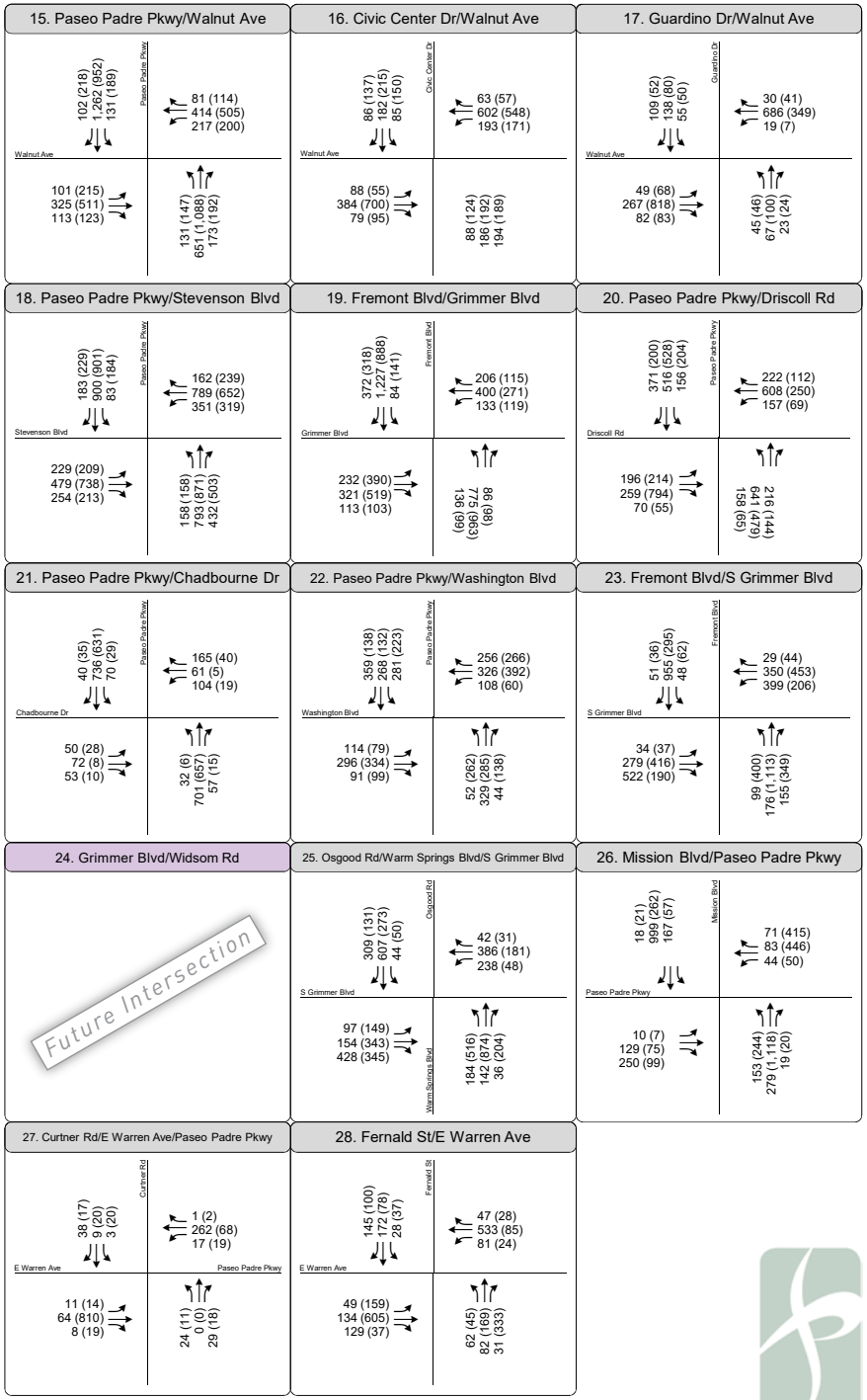
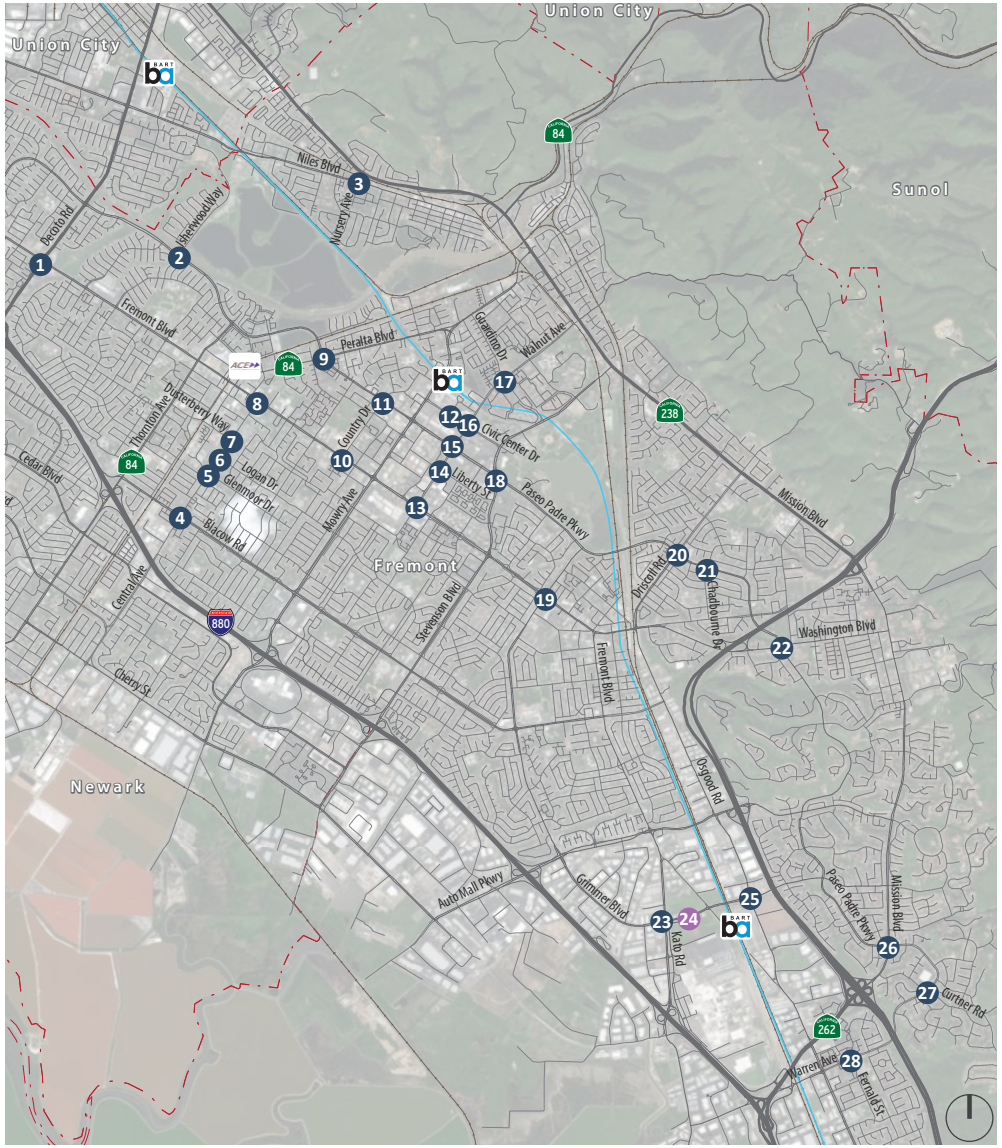


Figure 3b

Existing and Existing Plus Project Conditions Peak Hour Intersection Traffic Volumes



XX (YY) AM (PM) Peak Hour Traffic Volumes

Study Intersection

24 Future Intersection

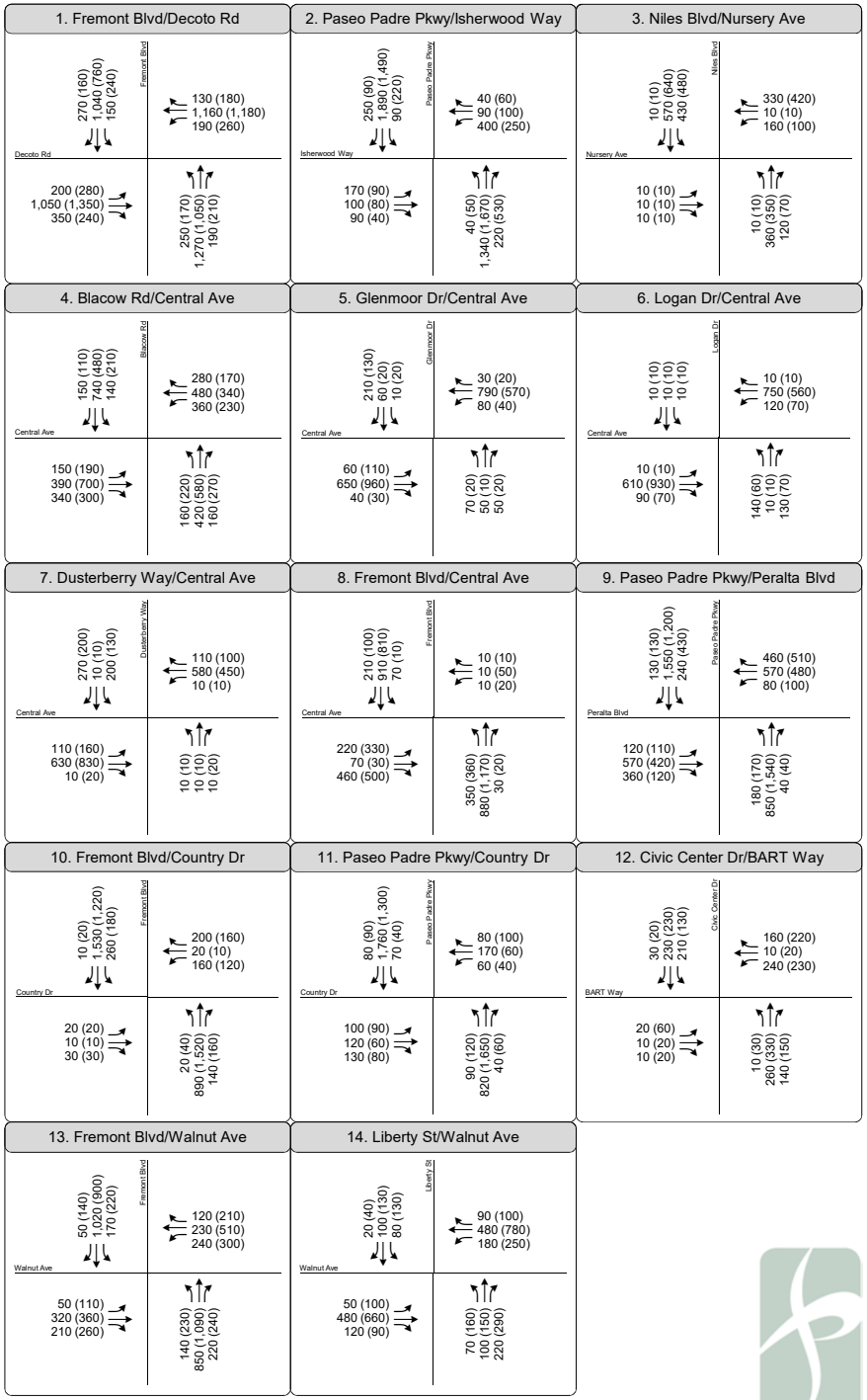
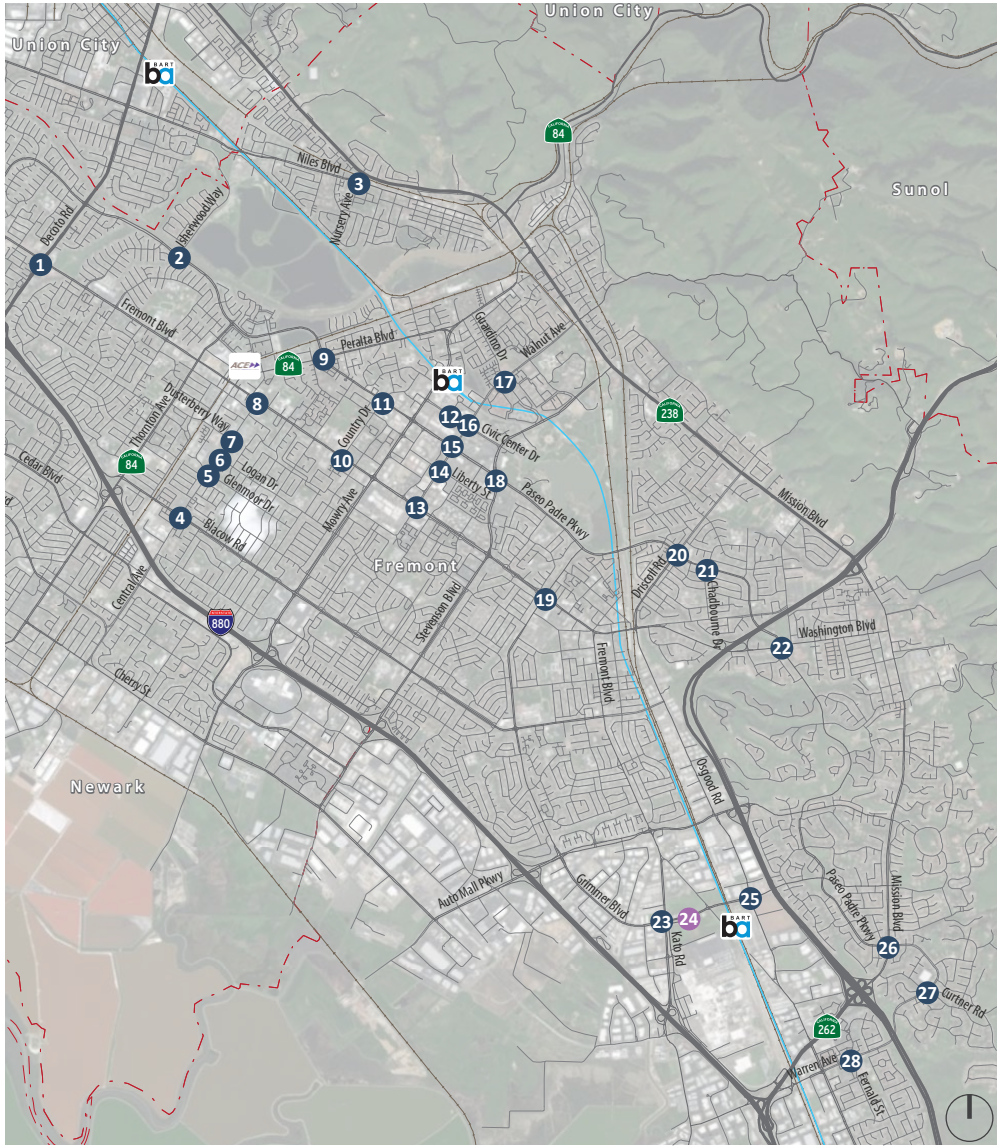


Figure 4a

Year 2040 No Project and Plus Project Conditions Peak Hour Intersection Traffic Volumes



XX (YY) AM (PM) Peak Hour Traffic Volumes

Study Intersection

24 Future Intersection

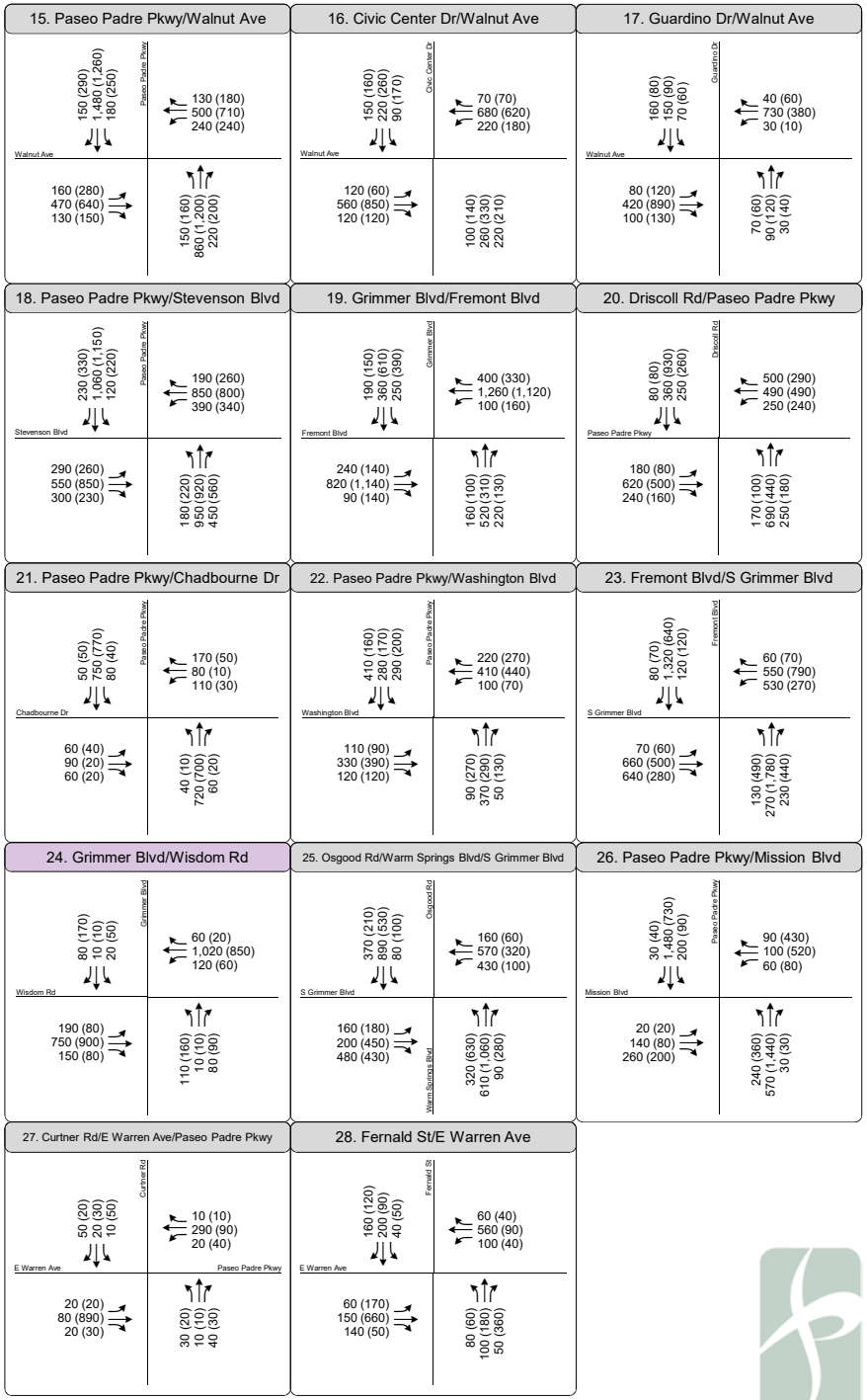


Figure 4b

Year 2040 No Project and Plus Project Conditions Peak Hour Intersection Traffic Volumes

Appendix A

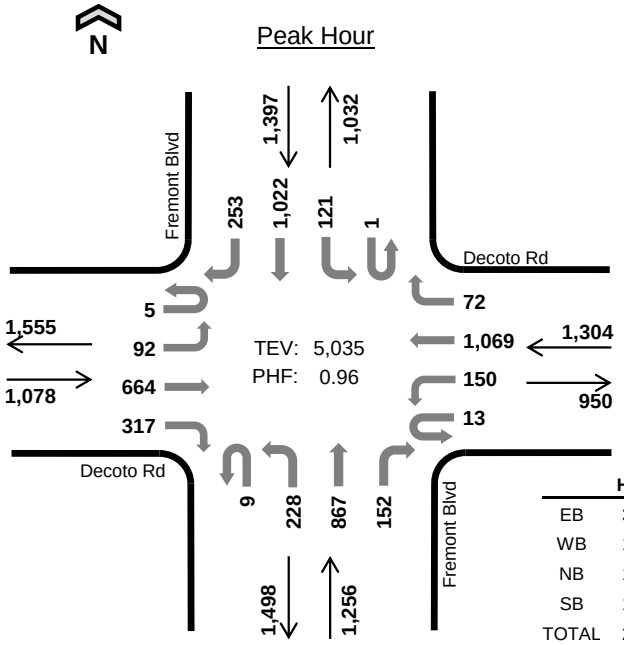
Intersection Counts

FEHR PEERS

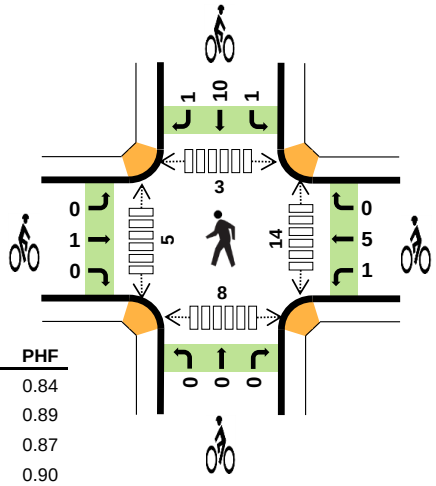
Fremont Blvd
Decoto Rd

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	3.5%	0.84
WB	1.8%	0.89
NB	1.9%	0.87
SB	1.8%	0.90
TOTAL	2.2%	0.96



Two-Hour Count Summaries

Interval Start		Decoto Rd Eastbound UT	LT	TH	RT	Decoto Rd Westbound UT	LT	TH	RT	Fremont Blvd Northbound UT	LT	TH	RT	Fremont Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		2	7	143	20	3	23	299	9	6	51	88	20	1	20	141	22	855	0
7:15 AM		4	13	155	42	8	35	304	8	2	34	56	16	1	18	188	27	911	0
7:30 AM		**1**	**17**	**171**	**130**	**3**	**40**	**312**	**12**	**4**	**58**	**135**	**27**	**0**	**24**	**281**	**82**	**1,297**	0
7:45 AM		**0**	**16**	**179**	**109**	**1**	**34**	**258**	**11**	**0**	**59**	**242**	**43**	**0**	**36**	**240**	**81**	**1,309**	4,372
8:00 AM		**2**	**37**	**184**	**42**	**3**	**34**	**256**	**23**	**2**	**57**	**273**	**30**	**0**	**42**	**249**	**44**	**1,278**	4,795
8:15 AM		**2**	**22**	**130**	**36**	**6**	**42**	**243**	**26**	**3**	**54**	**217**	**52**	**1**	**19**	**252**	**46**	**1,151**	**5,035**
8:30 AM		3	33	111	39	4	39	231	16	2	55	151	49	1	26	215	35	1,010	4,748
8:45 AM		2	23	119	26	7	42	198	12	3	38	109	31	1	20	194	34	859	4,298
Count Total		16	168	1,192	444	35	289	2,101	117	22	406	1,271	268	5	205	1,760	371	8,670	0
Peak Hour	**All**	**5**	**92**	**664**	**317**	**13**	**150**	**1,069**	**72**	**9**	**228**	**867**	**152**	**1**	**121**	**1,022**	**253**	**5,035**	**0**
	HV	**0**	**2**	**32**	**4**	**0**	**3**	**19**	**2**	**0**	**7**	**8**	**9**	**0**	**1**	**19**	**5**	**111**	**0**
	HV%	**0%**	**2%**	**5%**	**1%**	**0%**	**2%**	**2%**	**3%**	**0%**	**3%**	**1%**	**6%**	**0%**	**1%**	**2%**	**2%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	9	6	4	6	*25*	0	1	0	2	*3*	2	3	1	2	*8*
7:15 AM	16	12	5	6	*39*	0	1	0	1	*2*	1	5	0	0	*6*
7:30 AM	**9**	**5**	**9**	**3**	***26***	**0**	**1**	**0**	**6**	***7***	**6**	**1**	**1**	**1**	*9*
7:45 AM	**9**	**9**	**4**	**8**	***30***	**1**	**3**	**0**	**5**	***9***	**2**	**3**	**1**	**2**	*8*
8:00 AM	**15**	**5**	**5**	**6**	***31***	**0**	**2**	**0**	**0**	***2***	**2**	**0**	**0**	**1**	*3*
8:15 AM	**5**	**5**	**6**	**8**	***24***	**0**	**0**	**0**	**1**	***1***	**4**	**1**	**1**	**4**	***10***
8:30 AM	7	14	7	6	*34*	0	1	0	0	*1*	3	2	1	1	*7*
8:45 AM	10	11	6	7	*34*	0	0	0	1	*1*	2	4	0	1	*7*
Count Total	80	67	46	50	*243*	1	9	0	16	*26*	22	19	5	12	*58*
Peak Hour	**38**	**24**	**24**	**25**	***111***	**1**	**6**	**0**	**12**	***19***	**14**	**5**	**3**	**8**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Decoto Rd				Decoto Rd				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	5	3	0	1	5	0	0	1	2	1	0	1	5	0	25	0
7:15 AM	0	1	14	1	0	1	11	0	0	4	0	1	0	0	6	0	39	0
7:30 AM	**0**	**0**	**7**	**2**	**0**	**0**	**4**	**1**	**0**	**1**	**4**	**4**	**0**	**0**	**2**	**1**	**26**	0
7:45 AM	**0**	**0**	**8**	**1**	**0**	**2**	**7**	**0**	**0**	**2**	**1**	**1**	**0**	**1**	**7**	**0**	**30**	120
8:00 AM	**0**	**2**	**12**	**1**	**0**	**0**	**4**	**1**	**0**	**2**	**1**	**2**	**0**	**0**	**4**	**2**	**31**	126
8:15 AM	**0**	**0**	**5**	**0**	**0**	**1**	**4**	**0**	**0**	**2**	**2**	**2**	**0**	**0**	**6**	**2**	**24**	**111**
8:30 AM	0	0	6	1	0	3	11	0	0	2	4	1	0	0	6	0	34	119
8:45 AM	0	0	10	0	0	3	7	1	0	3	1	2	0	2	4	1	34	123
Count Total	0	4	67	9	0	11	53	3	0	17	15	14	0	4	40	6	243	0
Peak Hour	**0**	**2**	**32**	**4**	**0**	**3**	**19**	**2**	**0**	**7**	**8**	**9**	**0**	**1**	**19**	**5**	**111**	**0**

Two-Hour Count Summaries - Bikes

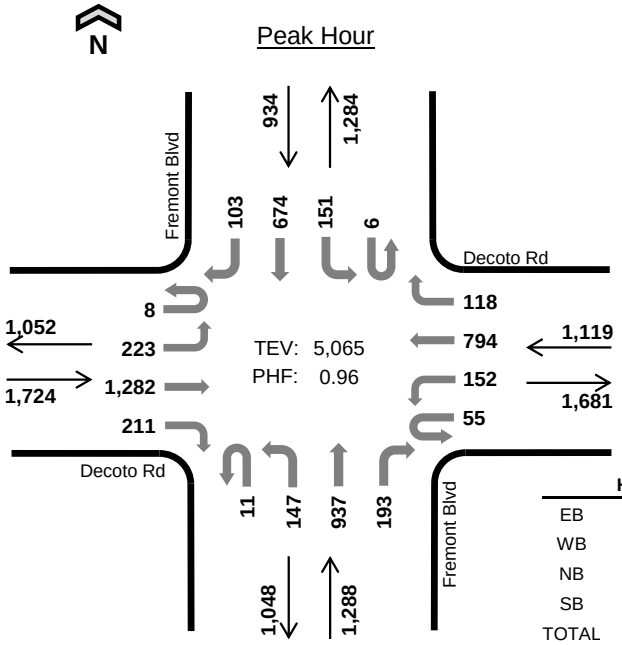
Interval Start	Decoto Rd			Decoto Rd			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**7**	0
7:45 AM	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**9**	21
8:00 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	20
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**19**
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	13
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Count Total	0	1	0	1	8	0	0	0	0	1	14	1	26	0
Peak Hour	**0**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**1**	**10**	**1**	**19**	**0**

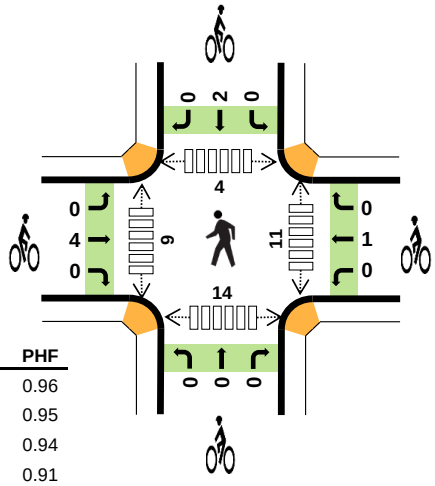
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Decoto Rd

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	1.6%	0.96
WB	2.2%	0.95
NB	0.7%	0.94
SB	1.0%	0.91
TOTAL	1.4%	0.96

Two-Hour Count Summaries

Interval Start		Decoto Rd Eastbound				Decoto Rd Westbound				Fremont Blvd Northbound				Fremont Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		9	48	308	63	16	41	133	15	2	31	200	44	2	28	127	13	1,080	0
4:15 PM		0	44	339	55	12	25	154	20	4	27	201	49	3	26	161	21	1,141	0
4:30 PM		2	44	335	63	6	34	182	15	3	40	224	46	4	33	145	26	1,202	0
4:45 PM		0	48	324	48	19	42	171	24	1	39	216	53	2	27	172	21	1,207	4,630
5:00 PM		**3**	**42**	**308**	**55**	**14**	**38**	**187**	**18**	**6**	**40**	**225**	**34**	**1**	**35**	**154**	**28**	**1,188**	4,738
5:15 PM		**1**	**60**	**328**	**59**	**18**	**47**	**197**	**34**	**2**	**37**	**222**	**49**	**3**	**30**	**186**	**21**	**1,294**	4,891
5:30 PM		**2**	**68**	**319**	**49**	**17**	**31**	**209**	**29**	**1**	**36**	**253**	**52**	**0**	**49**	**182**	**27**	**1,324**	5,013
5:45 PM		**2**	**53**	**327**	**48**	**6**	**36**	**201**	**37**	**2**	**34**	**237**	**58**	**2**	**37**	**152**	**27**	**1,259**	**5,065**
Count Total		19	407	2,588	440	108	294	1,434	192	21	284	1,778	385	17	265	1,279	184	9,695	0
Peak Hour	**All**	**8**	**223**	**1,282**	**211**	**55**	**152**	**794**	**118**	**11**	**147**	**937**	**193**	**6**	**151**	**674**	**103**	**5,065**	**0**
	HV	**0**	**2**	**19**	**7**	**0**	**5**	**19**	**1**	**0**	**1**	**4**	**4**	**0**	**3**	**4**	**2**	**71**	**0**
	HV%	**0%**	**1%**	**1%**	**3%**	**0%**	**3%**	**2%**	**1%**	**0%**	**1%**	**0%**	**2%**	**0%**	**2%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	11	9	3	3	*26*	0	0	0	0	*0*	3	3	0	3	*9*
4:15 PM	4	10	3	4	*21*	0	1	1	0	*2*	6	0	0	6	*12*
4:30 PM	5	7	9	3	*24*	0	0	0	0	*0*	3	5	3	4	*15*
4:45 PM	10	7	9	1	*27*	4	0	1	0	*5*	5	7	0	4	*16*
5:00 PM	**7**	**5**	**2**	**1**	***15***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**2**	*6*
5:15 PM	**8**	**10**	**3**	**4**	***25***	**0**	**0**	**0**	**1**	***1***	**6**	**0**	**1**	**2**	*9*
5:30 PM	**7**	**4**	**1**	**3**	***15***	**3**	**1**	**0**	**1**	***5***	**1**	**2**	**3**	**8**	*14*
5:45 PM	**6**	**6**	**3**	**1**	***16***	**1**	**0**	**0**	**0**	***1***	**2**	**5**	**0**	**2**	***9***
Count Total	58	58	33	20	*169*	8	2	2	2	*14*	28	24	7	31	*90*
Peak Hour	**28**	**25**	**9**	**9**	***71***	**4**	**1**	**0**	**2**	***7***	**11**	**9**	**4**	**14**	***38***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Decoto Rd				Decoto Rd				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	6	0	5	0	0	1	6	2	0	1	1	1	0	1	2	0	26	0
4:15 PM	0	1	3	0	0	1	9	0	0	0	3	0	0	1	3	0	21	0
4:30 PM	0	0	5	0	0	2	5	0	0	3	4	2	1	0	2	0	24	0
4:45 PM	0	0	8	2	0	1	6	0	0	1	6	2	0	0	1	0	27	98
5:00 PM	**0**	**1**	**4**	**2**	**0**	**2**	**2**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**15**	87
5:15 PM	**0**	**1**	**5**	**2**	**0**	**2**	**8**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**1**	**25**	91
5:30 PM	**0**	**0**	**6**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**15**	82
5:45 PM	**0**	**0**	**4**	**2**	**0**	**1**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**16**	**71**
Count Total	6	3	40	9	0	10	45	3	0	6	18	9	1	5	12	2	169	0
Peak Hour	**0**	**2**	**19**	**7**	**0**	**5**	**19**	**1**	**0**	**1**	**4**	**4**	**0**	**3**	**4**	**2**	**71**	**0**

Two-Hour Count Summaries - Bikes

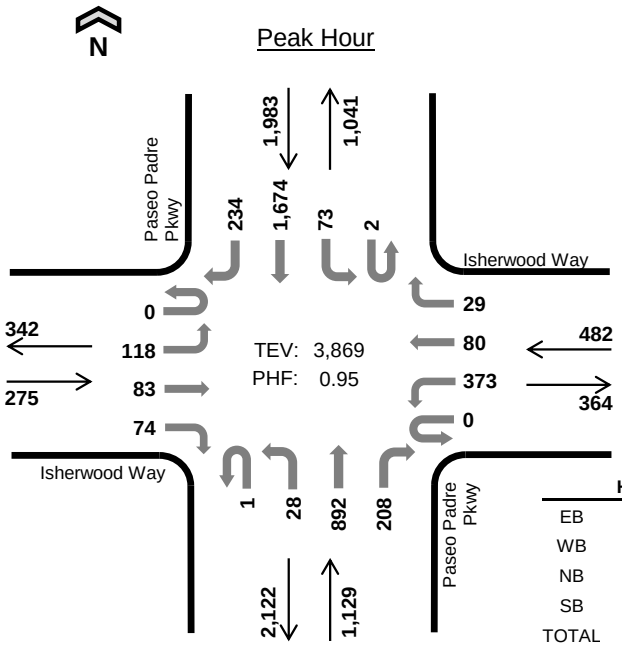
Interval Start	Decoto Rd			Decoto Rd			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	4	0	0	0	0	0	1	0	0	0	0	5	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
5:30 PM	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	11
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
Count Total	0	8	0	0	2	0	0	2	0	0	2	0	14	0
Peak Hour	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	**0**

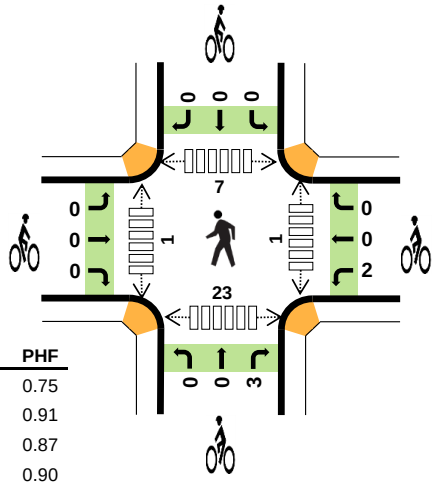
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Isherwood Way

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	1.1%	0.75
WB	1.0%	0.91
NB	1.2%	0.87
SB	1.3%	0.90
TOTAL	1.2%	0.95

Two-Hour Count Summaries

Interval Start		Isherwood Way Eastbound				Isherwood Way Westbound				Paseo Padre Pkwy Northbound				Paseo Padre Pkwy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	14	18	8	0	80	10	15	0	1	105	15	0	6	237	14	523	0
7:15 AM		0	6	11	7	0	67	15	13	0	1	143	29	0	14	346	22	674	0
7:30 AM		**0**	**23**	**18**	**13**	**0**	**91**	**21**	**5**	**0**	**8**	**229**	**53**	**1**	**5**	**455**	**87**	**1,009**	0
7:45 AM		**0**	**19**	**16**	**14**	**0**	**96**	**30**	**6**	**0**	**10**	**209**	**47**	**0**	**12**	**438**	**74**	**971**	3,177
8:00 AM		**0**	**37**	**24**	**19**	**0**	**80**	**15**	**9**	**1**	**8**	**256**	**59**	**0**	**29**	**414**	**65**	**1,016**	3,670
8:15 AM		**0**	**39**	**25**	**28**	**0**	**106**	**14**	**9**	**0**	**2**	**198**	**49**	**1**	**27**	**367**	**8**	**873**	**3,869**
8:30 AM		0	8	14	10	0	84	10	9	0	3	215	54	0	15	388	6	816	3,676
8:45 AM		0	4	5	7	0	69	10	7	0	6	237	36	0	8	365	5	759	3,464
Count Total		0	150	131	106	0	673	125	73	1	39	1,592	342	2	116	3,010	281	6,641	0
Peak Hour	**All**	**0**	**118**	**83**	**74**	**0**	**373**	**80**	**29**	**1**	**28**	**892**	**208**	**2**	**73**	**1,674**	**234**	**3,869**	**0**
	HV	**0**	**2**	**1**	**0**	**0**	**3**	**1**	**1**	**0**	**1**	**8**	**5**	**0**	**3**	**23**	**0**	**48**	**0**
	HV%	**-**	**2%**	**1%**	**0%**	**-**	**1%**	**1%**	**3%**	**0%**	**4%**	**1%**	**2%**	**0%**	**4%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	3	0	*3*	0	1	0	0	*1*	2	1	4	3	*10*
7:15 AM	0	0	1	7	*8*	0	0	0	0	*0*	0	1	1	2	*4*
7:30 AM	**0**	**2**	**2**	**5**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**4**	*9*
7:45 AM	**0**	**1**	**4**	**8**	***13***	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**1**	**4**	*5*
8:00 AM	**1**	**1**	**3**	**9**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**9**	*11*
8:15 AM	**2**	**1**	**5**	**4**	***12***	**0**	**0**	**2**	**0**	***2***	**1**	**0**	**0**	**6**	***7***
8:30 AM	0	1	1	5	*7*	3	1	4	0	*8*	0	2	1	5	*8*
8:45 AM	0	1	3	4	*8*	0	0	1	0	*1*	1	0	1	4	*6*
Count Total	3	7	22	42	*74*	3	4	8	0	*15*	4	5	14	37	*60*
Peak Hour	**3**	**5**	**14**	**26**	***48***	**0**	**2**	**3**	**0**	***5***	**1**	**1**	**7**	**23**	***32***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Isherwood Way				Isherwood Way				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	1	8	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**4**	**0**	**9**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**1**	**0**	**1**	**7**	**0**	**13**	33
8:00 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**0**	**14**	44
8:15 AM	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**4**	**0**	**12**	**48**
8:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	5	0	7	46
8:45 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	4	0	8	41
Count Total	0	2	1	0	0	5	1	1	0	2	14	6	0	4	37	1	74	0
Peak Hour	**0**	**2**	**1**	**0**	**0**	**3**	**1**	**1**	**0**	**1**	**8**	**5**	**0**	**3**	**23**	**0**	**48**	**0**

Two-Hour Count Summaries - Bikes

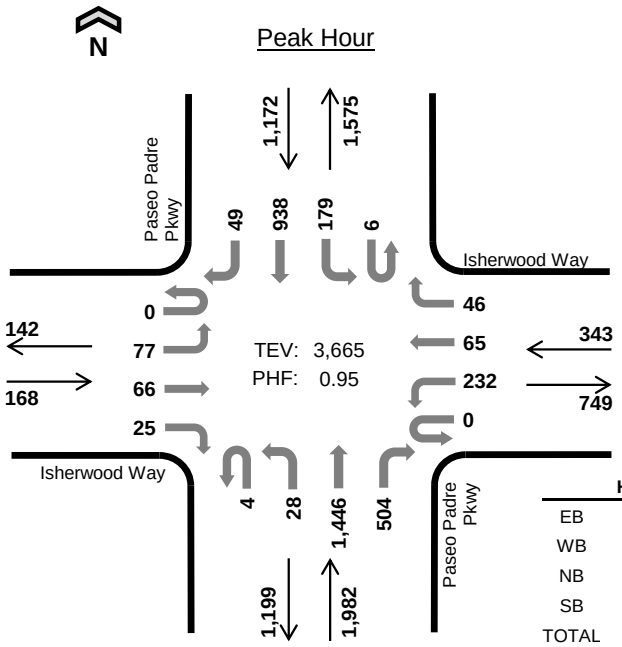
Interval Start	Isherwood Way			Isherwood Way			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**5**
8:30 AM	0	3	0	1	0	0	0	0	4	0	0	0	8	13
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	11
Count Total	0	3	0	4	0	0	0	0	8	0	0	0	15	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**

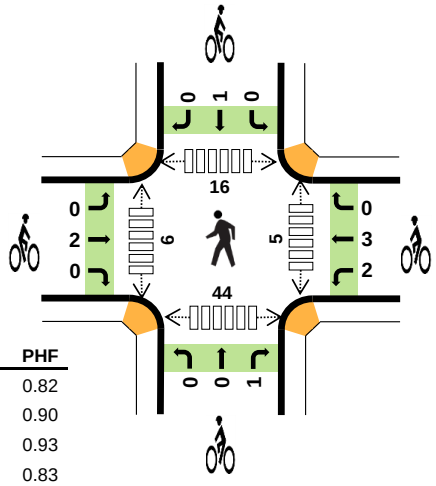
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Isherwood Way

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.82
WB	0.0%	0.90
NB	0.6%	0.93
SB	0.3%	0.83
TOTAL	0.4%	0.95

Two-Hour Count Summaries

Interval Start		Isherwood Way Eastbound				Isherwood Way Westbound				Paseo Padre Pkwy Northbound				Paseo Padre Pkwy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	10	27	8	0	43	7	9	0	7	260	120	0	52	201	11	755	0
4:15 PM		0	12	21	3	0	63	11	6	1	2	328	114	2	35	207	11	816	0
4:30 PM		0	12	24	7	0	70	9	10	1	12	309	131	0	35	227	8	855	0
4:45 PM		0	9	25	8	0	69	7	12	1	7	304	134	1	41	236	15	869	3,295
5:00 PM		**0**	**15**	**16**	**6**	**0**	**58**	**23**	**14**	**0**	**9**	**360**	**115**	**3**	**15**	**227**	**10**	**871**	3,411
5:15 PM		**0**	**18**	**21**	**7**	**0**	**63**	**9**	**10**	**0**	**6**	**381**	**144**	**2**	**35**	**235**	**13**	**944**	3,539
5:30 PM		**0**	**25**	**20**	**6**	**0**	**56**	**16**	**17**	**3**	**9**	**322**	**127**	**0**	**32**	**232**	**17**	**882**	3,566
5:45 PM		**0**	**19**	**9**	**6**	**0**	**55**	**17**	**5**	**1**	**4**	**383**	**118**	**1**	**97**	**244**	**9**	**968**	**3,665**
Count Total		0	120	163	51	0	477	99	83	7	56	2,647	1,003	9	342	1,809	94	6,960	0
Peak Hour	**All**	**0**	**77**	**66**	**25**	**0**	**232**	**65**	**46**	**4**	**28**	**1,446**	**504**	**6**	**179**	**938**	**49**	**3,665**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**3**	**0**	**16**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	4	3	*7*	1	2	0	0	*3*	1	0	5	43	*49*
4:15 PM	0	1	3	1	*5*	0	0	0	0	*0*	0	0	0	2	*2*
4:30 PM	0	2	2	0	*4*	0	1	2	0	*3*	0	1	2	11	*14*
4:45 PM	0	0	3	0	*3*	0	3	2	0	*5*	1	0	1	11	*13*
5:00 PM	**0**	**0**	**2**	**1**	***3***	**0**	**1**	**0**	**1**	***2***	**5**	**3**	**8**	**24**	*40*
5:15 PM	**0**	**0**	**3**	**1**	***4***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**2**	**6**	*8*
5:30 PM	**0**	**0**	**3**	**0**	***3***	**1**	**4**	**1**	**0**	***6***	**0**	**2**	**4**	**5**	*11*
5:45 PM	**0**	**0**	**4**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**9**	***12***
Count Total	0	3	24	8	*35*	3	11	5	1	*20*	7	7	24	111	*149*
Peak Hour	**0**	**0**	**12**	**4**	***16***	**2**	**5**	**1**	**1**	***9***	**5**	**6**	**16**	**44**	***71***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Isherwood Way				Isherwood Way				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	2	1	0	0	1	0	5	0
4:30 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	19
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	15
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	14
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	13
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**6**	**16**
Count Total	0	0	0	0	0	2	1	0	0	0	22	2	0	1	7	0	35	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**3**	**0**	**16**	**0**

Two-Hour Count Summaries - Bikes

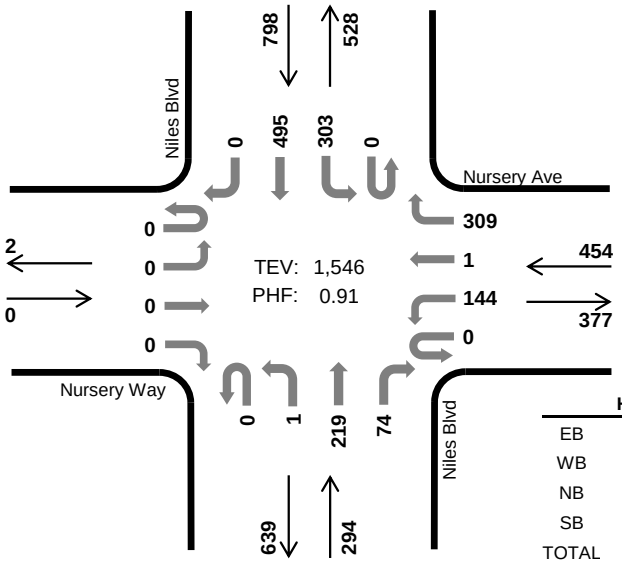
Interval Start	Isherwood Way			Isherwood Way			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	3	0
4:45 PM	0	0	0	0	3	0	2	0	0	0	0	0	5	11
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	10
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
5:30 PM	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	14
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
Count Total	0	3	0	4	7	0	2	1	2	0	1	0	20	0
Peak Hour	**0**	**2**	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**9**	**0**

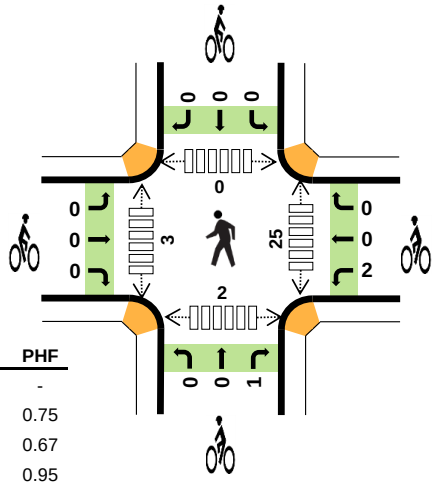
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Niles Blvd
Nursery Way

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	-	-
WB	2.0%	0.75
NB	1.4%	0.67
SB	1.8%	0.95
TOTAL	1.7%	0.91

Two-Hour Count Summaries

Interval Start	Nursery Way Eastbound				Nursery Ave Westbound				Niles Blvd Northbound				Niles Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	5	0	98	0	0	35	6	0	80	50	0	274	0
7:15 AM	0	0	0	0	0	8	0	67	0	0	49	9	0	88	79	0	300	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**77**	**0**	**0**	**46**	**13**	**0**	**91**	**115**	**0**	**352**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**79**	**0**	**0**	**52**	**10**	**0**	**72**	**105**	**0**	**343**	1,269
8:00 AM	**0**	**0**	**0**	**0**	**0**	**70**	**1**	**80**	**0**	**1**	**49**	**13**	**0**	**74**	**136**	**0**	**424**	1,419
8:15 AM	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**73**	**0**	**0**	**72**	**38**	**0**	**66**	**139**	**0**	**427**	**1,546**
8:30 AM	0	0	0	1	0	3	0	78	0	0	46	17	0	74	87	0	306	1,500
8:45 AM	0	0	0	0	0	9	0	89	0	0	35	10	0	81	59	1	284	1,441
Count Total	0	0	0	1	0	169	1	641	0	1	384	116	0	626	770	1	2,710	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**144**	**1**	**309**	**0**	**1**	**219**	**74**	**0**	**303**	**495**	**0**	**1,546**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**3**	**1**	**0**	**3**	**11**	**0**	**27**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**3%**	**-**	**0%**	**1%**	**1%**	**-**	**1%**	**2%**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	4	0	5	*9*	0	0	1	0	*1*	4	2	0	3	*9*
7:30 AM	**0**	**4**	**0**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**0**	**3**	**2**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**21**	**2**	**0**	**0**	*23*
8:00 AM	**0**	**2**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**1**	*5*
8:15 AM	**0**	**0**	**1**	**7**	***8***	**0**	**2**	**1**	**0**	***3***	**0**	**1**	**0**	**0**	***1***
8:30 AM	0	2	0	1	*3*	0	0	0	0	*0*	1	1	0	0	*2*
8:45 AM	0	0	1	3	*4*	0	0	0	1	*1*	0	2	0	0	*2*
Count Total	0	16	6	23	*45*	0	2	2	1	*5*	30	8	0	5	*43*
Peak Hour	**0**	**9**	**4**	**14**	***27***	**0**	**2**	**1**	**0**	***3***	**25**	**3**	**0**	**2**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Nursery Way				Nursery Ave				Niles Blvd				Niles Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	3	2	0	9	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**8**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**7**	26
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	28
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**8**	**27**
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	3	22
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4	19
Count Total	0	0	0	0	0	2	0	14	0	0	5	1	0	9	14	0	45	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**3**	**1**	**0**	**3**	**11**	**0**	**27**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Nursery Way			Nursery Ave			Niles Blvd			Niles Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**3**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Count Total	0	0	0	2	0	0	0	1	1	1	0	0	5	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**

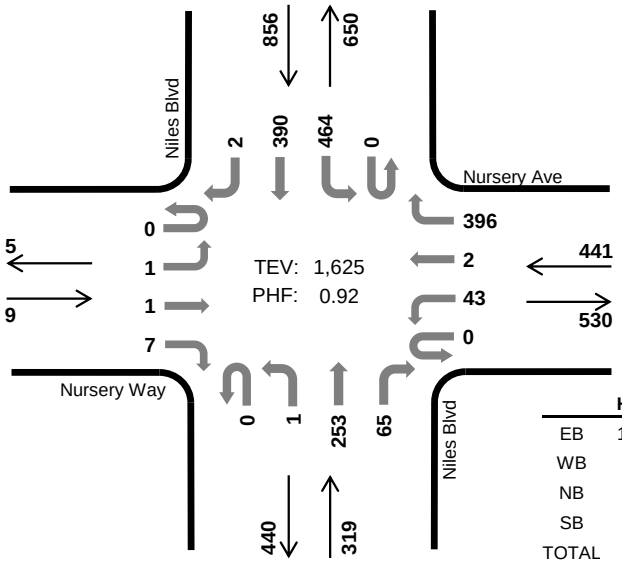
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Niles Blvd
Nursery Way

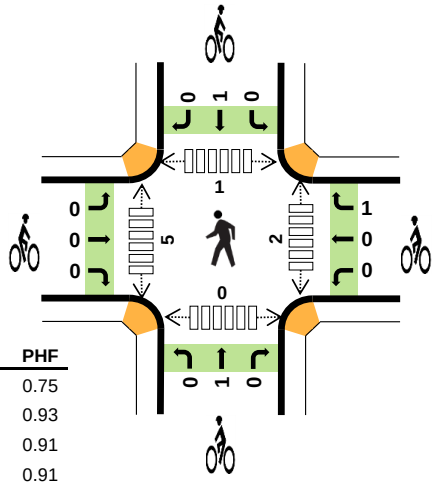
Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour



	HV %:	PHF
EB	11.1%	0.75
WB	0.0%	0.93
NB	1.3%	0.91
SB	0.9%	0.91
TOTAL	0.8%	0.92



Two-Hour Count Summaries

Interval Start		Nursery Way Eastbound UT	LT	TH	RT	Nursery Ave Westbound UT	LT	TH	RT	Niles Blvd Northbound UT	LT	TH	RT	Niles Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	0	1	0	0	15	0	49	0	0	34	16	0	125	106	2	348	0
4:15 PM		0	0	0	0	0	7	0	70	0	0	44	10	0	151	95	2	379	0
4:30 PM		0	0	0	0	0	13	0	77	0	0	62	30	0	135	85	1	403	0
4:45 PM		0	2	0	0	0	12	0	96	0	1	58	8	0	130	94	1	402	1,532
5:00 PM		**0**	**0**	**0**	**2**	**0**	**11**	**0**	**100**	**0**	**1**	**59**	**13**	**0**	**126**	**89**	**0**	**401**	1,585
5:15 PM		**0**	**0**	**0**	**3**	**0**	**12**	**1**	**81**	**0**	**0**	**68**	**16**	**0**	**123**	**92**	**0**	**396**	1,602
5:30 PM		**0**	**0**	**0**	**1**	**0**	**16**	**0**	**102**	**0**	**0**	**53**	**21**	**0**	**105**	**86**	**1**	**385**	1,584
5:45 PM		**0**	**1**	**1**	**1**	**0**	**4**	**1**	**113**	**0**	**0**	**73**	**15**	**0**	**110**	**123**	**1**	**443**	**1,625**
Count Total		0	3	2	7	0	90	2	688	0	2	451	129	0	1,005	770	8	3,157	0
Peak Hour	**All**	**0**	**1**	**1**	**7**	**0**	**43**	**2**	**396**	**0**	**1**	**253**	**65**	**0**	**464**	**390**	**2**	**1,625**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**6**	**0**	**13**	**0**
	HV%	**-**	**0%**	**0%**	**14%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**1%**	**2%**	**-**	**0%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	1	0	0	*1*	0	0	0	1	*1*	0	2	0	0	*2*
4:15 PM	0	0	1	3	*4*	1	0	0	1	*2*	0	3	0	1	*4*
4:30 PM	0	0	1	0	*1*	0	0	1	1	*2*	0	1	0	0	*1*
4:45 PM	0	0	1	3	*4*	0	0	1	1	*2*	1	1	0	1	*3*
5:00 PM	**1**	**0**	**1**	**1**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**1**	**0**	*4*
5:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**1**	**0**	***1***	**1**	**1**	**0**	**0**	*2*
5:45 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**1**	***1***	**1**	**1**	**0**	**0**	***2***
Count Total	1	1	7	14	*23*	1	1	3	5	*10*	3	12	1	2	*18*
Peak Hour	**1**	**0**	**4**	**8**	***13***	**0**	**1**	**1**	**1**	***3***	**2**	**5**	**1**	**0**	***8***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Nursery Way				Nursery Ave				Niles Blvd				Niles Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	4	10
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	12
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	11
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	12
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**5**	**13**
Count Total	0	0	0	1	0	1	0	0	0	0	5	2	0	3	10	1	23	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**6**	**0**	**13**	**0**

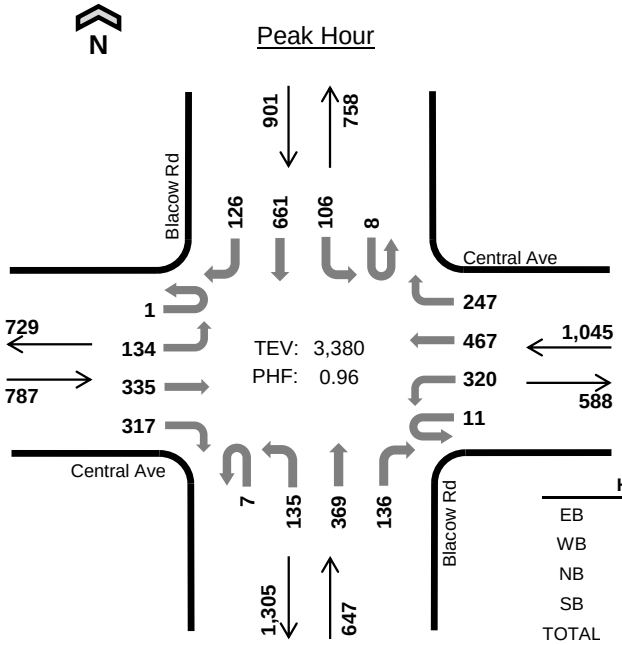
Two-Hour Count Summaries - Bikes

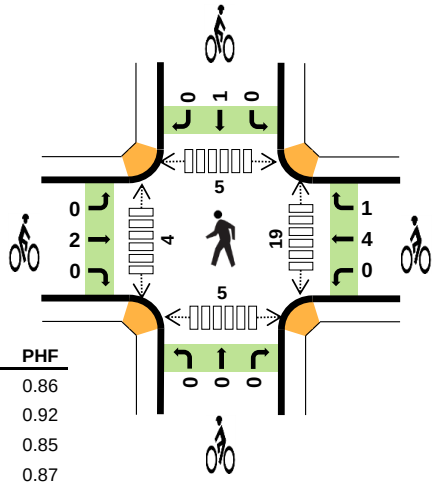
Interval Start	Nursery Way			Nursery Ave			Niles Blvd			Niles Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
Count Total	0	1	0	0	0	1	0	2	1	3	2	0	10	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Blacow Rd
Central Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	1.3%	0.86
WB	1.3%	0.92
NB	1.4%	0.85
SB	0.9%	0.87
TOTAL	1.2%	0.96

Two-Hour Count Summaries

Interval Start	Central Ave Eastbound UT	LT	TH	RT	Central Ave Westbound UT	LT	TH	RT	Blacow Rd Northbound UT	LT	TH	RT	Blacow Rd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM	0	11	34	20	1	33	65	35	2	20	49	12	1	14	70	23	390	0
7:15 AM	0	13	40	43	1	42	69	38	0	23	41	14	0	20	124	28	496	0
7:30 AM	0	23	61	97	0	60	75	73	0	31	65	22	1	33	127	22	690	0
7:45 AM	**0**	**27**	**94**	**92**	**4**	**73**	**94**	**77**	**2**	**31**	**87**	**31**	**2**	**35**	**187**	**35**	**871**	2,447
8:00 AM	**0**	**35**	**68**	**82**	**4**	**83**	**116**	**63**	**1**	**36**	**99**	**27**	**3**	**29**	**175**	**30**	**851**	2,908
8:15 AM	**0**	**41**	**104**	**85**	**1**	**92**	**133**	**59**	**3**	**29**	**87**	**23**	**3**	**19**	**168**	**33**	**880**	3,292
8:30 AM	**1**	**31**	**69**	**58**	**2**	**72**	**124**	**48**	**1**	**39**	**96**	**55**	**0**	**23**	**131**	**28**	**778**	**3,380**
8:45 AM	0	20	63	70	3	62	98	44	0	27	66	35	1	21	127	35	672	3,181
Count Total	1	201	533	547	16	517	774	437	9	236	590	219	11	194	1,109	234	5,628	0
Peak Hour All	**1**	**134**	**335**	**317**	**11**	**320**	**467**	**247**	**7**	**135**	**369**	**136**	**8**	**106**	**661**	**126**	**3,380**	**0**
Peak Hour HV	**0**	**2**	**5**	**3**	**0**	**4**	**8**	**2**	**0**	**4**	**5**	**0**	**0**	**1**	**4**	**3**	**41**	**0**
Peak Hour HV%	**0%**	**1%**	**1%**	**1%**	**0%**	**1%**	**2%**	**1%**	**0%**	**3%**	**1%**	**0%**	**0%**	**1%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	2	0	0	*3*	1	1	0	0	*2*	0	0	0	0	*0*
7:15 AM	4	2	0	1	*7*	0	2	0	0	*2*	0	0	3	1	*4*
7:30 AM	5	0	0	2	*7*	0	0	0	0	*0*	2	2	3	0	*7*
7:45 AM	**1**	**2**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**1**	*3*
8:00 AM	**1**	**3**	**4**	**2**	***10***	**1**	**1**	**0**	**0**	***2***	**8**	**0**	**0**	**0**	*8*
8:15 AM	**6**	**3**	**1**	**3**	***13***	**0**	**1**	**0**	**0**	***1***	**4**	**2**	**2**	**3**	*11*
8:30 AM	**2**	**6**	**3**	**2**	***13***	**1**	**3**	**0**	**1**	***5***	**6**	**1**	**3**	**1**	***11***
8:45 AM	5	5	3	2	*15*	0	0	0	0	*0*	3	0	1	3	*7*
Count Total	25	23	12	13	*73*	3	8	0	1	*12*	24	6	12	9	*51*
Peak Hour	**10**	**14**	**9**	**8**	***41***	**2**	**5**	**0**	**1**	***8***	**19**	**4**	**5**	**5**	***33***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave Eastbound				Central Ave Westbound				Blacow Rd Northbound				Blacow Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	1	1	2	0	1	1	0	0	0	0	0	0	1	0	0	7	0
7:30 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	2	7	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	22
8:00 AM	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**1**	**10**	29
8:15 AM	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**13**	35
8:30 AM	**0**	**0**	**1**	**1**	**0**	**1**	**4**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**	**13**	**41**
8:45 AM	0	1	2	2	0	1	3	1	0	0	2	1	0	2	0	0	15	51
Count Total	0	5	11	9	0	6	12	5	0	4	7	1	0	4	4	5	73	0
Peak Hour	**0**	**2**	**5**	**3**	**0**	**4**	**8**	**2**	**0**	**4**	**5**	**0**	**0**	**1**	**4**	**3**	**41**	**0**

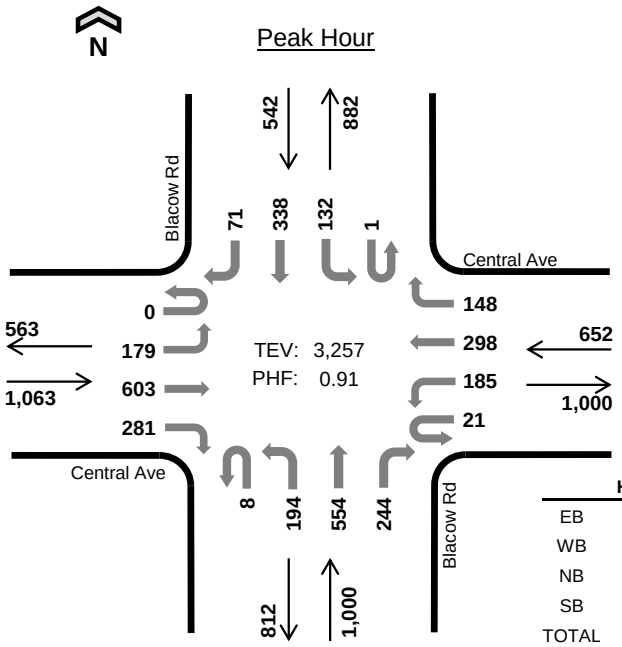
Two-Hour Count Summaries - Bikes

Interval Start	Central Ave Eastbound			Central Ave Westbound			Blacow Rd Northbound			Blacow Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:30 AM	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**8**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	3	0	0	7	1	0	0	0	0	1	0	12	0
Peak Hour	**0**	**2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**

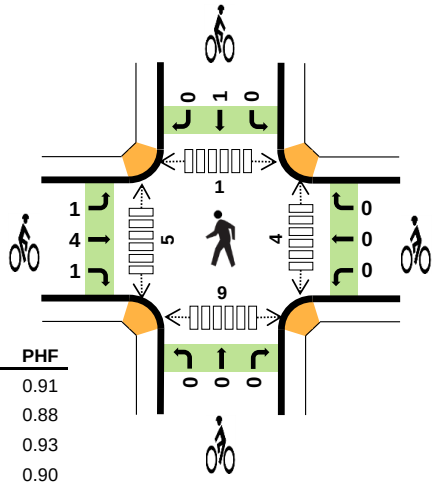
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Blacow Rd
Central Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.2%	0.91
WB	0.2%	0.88
NB	0.6%	0.93
SB	0.4%	0.90
TOTAL	0.3%	0.91



Two-Hour Count Summaries

Interval Start		Central Ave Eastbound UT	LT	TH	RT	Central Ave Westbound UT	LT	TH	RT	Blacow Rd Northbound UT	LT	TH	RT	Blacow Rd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	33	111	58	0	39	63	18	2	44	110	38	1	32	99	15	663	0
4:15 PM		1	34	121	70	2	31	74	24	1	31	86	48	1	26	90	12	652	0
4:30 PM		0	43	147	67	2	34	62	34	5	40	105	39	0	33	85	22	718	0
4:45 PM		0	32	146	52	1	31	68	33	1	47	131	56	0	29	86	9	722	2,755
5:00 PM		**0**	**50**	**149**	**86**	**5**	**48**	**69**	**42**	**3**	**46**	**129**	**61**	**0**	**42**	**75**	**19**	**824**	2,916
5:15 PM		**0**	**54**	**159**	**78**	**6**	**52**	**79**	**48**	**1**	**62**	**151**	**54**	**1**	**41**	**92**	**16**	**894**	3,158
5:30 PM		**0**	**41**	**144**	**66**	**6**	**42**	**73**	**29**	**2**	**43**	**128**	**69**	**0**	**25**	**86**	**16**	**770**	3,210
5:45 PM		**0**	**34**	**151**	**51**	**4**	**43**	**77**	**29**	**2**	**43**	**146**	**60**	**0**	**24**	**85**	**20**	**769**	**3,257**
Count Total		1	321	1,128	528	26	320	565	257	17	356	986	425	3	252	698	129	6,012	0
Peak Hour	**All**	**0**	**179**	**603**	**281**	**21**	**185**	**298**	**148**	**8**	**194**	**554**	**244**	**1**	**132**	**338**	**71**	**3,257**	**0**
	HV	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**1**	**1**	**11**	**0**
	HV%	**-**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**1%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	2	2	1	0	*5*	0	1	1	0	*2*	3	0	0	0	*3*
4:15 PM	0	4	0	0	*4*	1	0	0	0	*1*	3	0	0	2	*5*
4:30 PM	0	2	0	3	*5*	0	0	0	0	*0*	0	1	0	0	*1*
4:45 PM	2	1	1	0	*4*	2	0	1	0	*3*	1	0	0	1	*2*
5:00 PM	**0**	**0**	**2**	**2**	***4***	**2**	**0**	**0**	**0**	***2***	**2**	**2**	**0**	**0**	*4*
5:15 PM	**0**	**1**	**1**	**0**	***2***	**1**	**0**	**0**	**1**	***2***	**0**	**1**	**0**	**3**	*4*
5:30 PM	**2**	**0**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**2**	*5*
5:45 PM	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**0**	**0**	***3***	**1**	**1**	**0**	**4**	***6***
Count Total	6	10	8	5	*29*	9	1	2	1	*13*	11	6	1	12	*30*
Peak Hour	**2**	**1**	**6**	**2**	***11***	**6**	**0**	**0**	**1**	***7***	**4**	**5**	**1**	**9**	***19***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave				Central Ave				Blacow Rd				Blacow Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	0	5	0
4:45 PM	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4	18
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**4**	17
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	15
5:30 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	14
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**11**
Count Total	0	2	2	2	0	2	7	1	0	3	4	1	0	1	3	1	29	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**1**	**1**	**11**	**0**

Two-Hour Count Summaries - Bikes

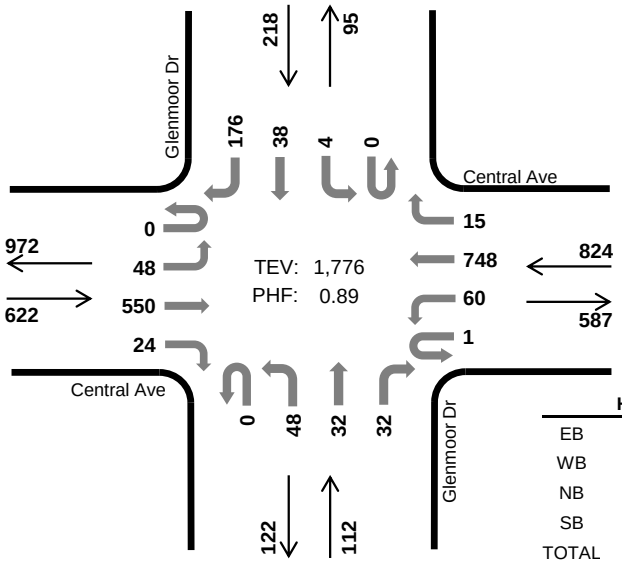
Interval Start	Central Ave			Central Ave			Blacow Rd			Blacow Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	1	0	0	0	0	1	0	0	0	0	3	6
5:00 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
5:45 PM	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
Count Total	1	6	2	0	1	0	0	2	0	0	1	0	13	0
Peak Hour	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**

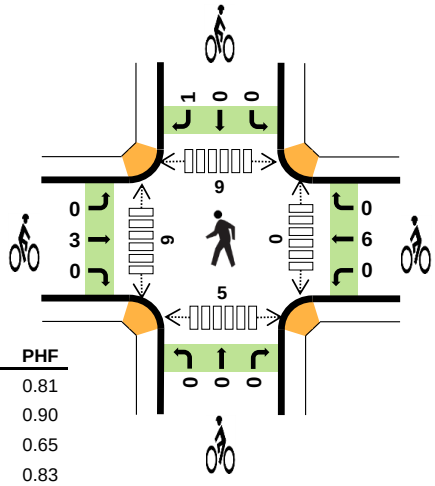
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Glenmoor Dr
Central Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	1.3%	0.81
WB	1.9%	0.90
NB	0.9%	0.65
SB	0.9%	0.83
TOTAL	1.5%	0.89

Two-Hour Count Summaries

Interval Start		Central Ave Eastbound				Central Ave Westbound				Glenmoor Dr Northbound				Glenmoor Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	58	1	0	4	96	0	0	1	0	2	0	0	1	7	174	0
7:15 AM		0	3	78	3	0	0	113	1	0	1	1	2	0	1	2	11	216	0
7:30 AM		0	4	119	3	0	2	163	3	0	1	3	3	0	2	6	31	340	0
7:45 AM		**0**	**7**	**181**	**5**	**0**	**8**	**185**	**4**	**0**	**3**	**4**	**3**	**0**	**1**	**6**	**41**	**448**	1,178
8:00 AM		**0**	**12**	**108**	**7**	**0**	**17**	**211**	**2**	**0**	**10**	**7**	**5**	**0**	**1**	**14**	**38**	**432**	1,436
8:15 AM		**0**	**14**	**136**	**10**	**0**	**33**	**193**	**2**	**0**	**20**	**11**	**12**	**0**	**0**	**16**	**50**	**497**	1,717
8:30 AM		**0**	**15**	**125**	**2**	**1**	**2**	**159**	**7**	**0**	**15**	**10**	**12**	**0**	**2**	**2**	**47**	**399**	**1,776**
8:45 AM		0	16	110	3	0	2	136	4	0	1	4	4	0	4	2	44	330	1,658
Count Total		0	75	915	34	1	68	1,256	23	0	52	40	43	0	11	49	269	2,836	0
Peak Hour	**All**	**0**	**48**	**550**	**24**	**1**	**60**	**748**	**15**	**0**	**48**	**32**	**32**	**0**	**4**	**38**	**176**	**1,776**	**0**
	HV	**0**	**2**	**5**	**1**	**0**	**0**	**13**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**27**	**0**
	HV%	**-**	**4%**	**1%**	**4%**	**0%**	**0%**	**2%**	**20%**	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**3%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	*1*	1	1	0	0	*2*	0	2	2	0	*4*
7:15 AM	2	2	0	0	*4*	1	1	0	3	*5*	0	0	0	2	*2*
7:30 AM	2	1	0	0	*3*	1	0	0	0	*1*	0	0	2	0	*2*
7:45 AM	**2**	**2**	**0**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**3**	**0**	*3*
8:00 AM	**0**	**4**	**0**	**1**	***5***	**1**	**1**	**0**	**0**	***2***	**0**	**3**	**0**	**1**	*4*
8:15 AM	**4**	**3**	**0**	**1**	***8***	**0**	**2**	**0**	**1**	***3***	**0**	**3**	**2**	**1**	*6*
8:30 AM	**2**	**7**	**1**	**0**	***10***	**0**	**3**	**0**	**0**	***3***	**0**	**3**	**4**	**3**	***10***
8:45 AM	4	2	0	3	*9*	1	1	0	1	*3*	0	1	1	3	*5*
Count Total	17	21	1	5	*44*	7	9	0	5	*21*	0	12	14	10	*36*
Peak Hour	**8**	**16**	**1**	**2**	***27***	**3**	**6**	**0**	**1**	***10***	**0**	**9**	**9**	**5**	***23***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave Eastbound				Central Ave Westbound				Glenmoor Dr Northbound				Glenmoor Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	12
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	16
8:15 AM	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	20
8:30 AM	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**27**
8:45 AM	0	3	1	0	0	0	2	0	0	0	0	0	0	0	0	3	9	32
Count Total	0	6	10	1	0	0	18	3	0	1	0	0	0	0	1	4	44	0
Peak Hour	**0**	**2**	**5**	**1**	**0**	**0**	**13**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**27**	**0**

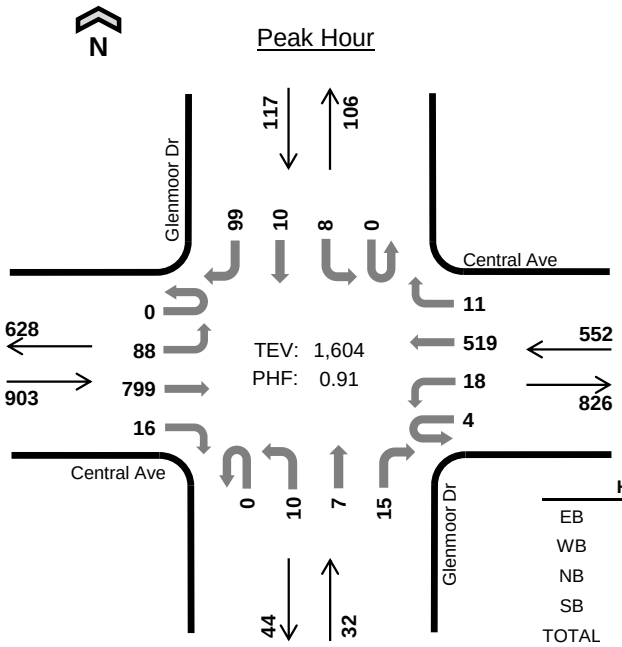
Two-Hour Count Summaries - Bikes

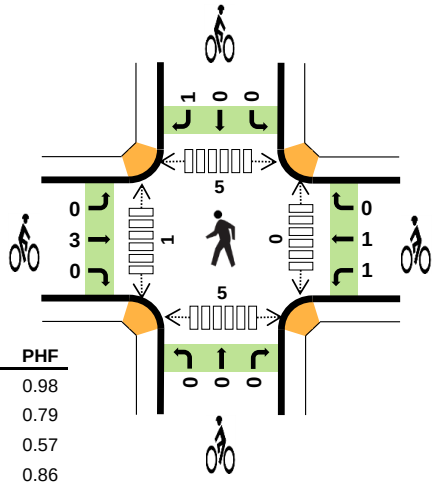
Interval Start	Central Ave Eastbound			Central Ave Westbound			Glenmoor Dr Northbound			Glenmoor Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	5	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	8
8:30 AM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	1	3	11
Count Total	0	7	0	0	8	1	0	0	0	0	0	5	21	0
Peak Hour	**0**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Glenmoor Dr
Central Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.1%	0.98
WB	0.0%	0.79
NB	0.0%	0.57
SB	0.9%	0.86
TOTAL	0.1%	0.91

Two-Hour Count Summaries

Interval Start	Central Ave Eastbound				Central Ave Westbound				Glenmoor Dr Northbound				Glenmoor Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	14	157	1	0	6	94	2	0	2	4	5	0	1	3	22	311	0
4:15 PM	0	13	169	3	0	1	110	2	0	1	3	3	0	3	3	22	333	0
4:30 PM	0	14	188	7	0	4	106	4	0	3	3	3	0	3	2	16	353	0
4:45 PM	0	22	188	1	1	3	121	4	0	1	1	4	0	1	3	22	372	1,369
5:00 PM	**0**	**15**	**202**	**6**	**1**	**5**	**123**	**3**	**0**	**5**	**2**	**7**	**0**	**1**	**3**	**30**	**403**	1,461
5:15 PM	**0**	**18**	**206**	**7**	**2**	**5**	**164**	**3**	**0**	**1**	**1**	**3**	**0**	**3**	**3**	**24**	**440**	1,568
5:30 PM	**0**	**24**	**201**	**3**	**1**	**2**	**118**	**1**	**0**	**1**	**0**	**3**	**0**	**2**	**3**	**19**	**378**	1,593
5:45 PM	**0**	**31**	**190**	**0**	**0**	**6**	**114**	**4**	**0**	**3**	**4**	**2**	**0**	**2**	**1**	**26**	**383**	**1,604**
Count Total	0	151	1,501	28	5	32	950	23	0	17	18	30	0	16	21	181	2,973	0
Peak Hour All	**0**	**88**	**799**	**16**	**4**	**18**	**519**	**11**	**0**	**10**	**7**	**15**	**0**	**8**	**10**	**99**	**1,604**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	*2*	0	2	0	0	*2*	0	0	4	1	*5*
4:15 PM	2	2	0	2	*6*	3	1	2	0	*6*	0	3	4	1	*8*
4:30 PM	4	1	0	0	*5*	0	0	1	0	*1*	0	0	5	1	*6*
4:45 PM	1	2	0	0	*3*	1	0	0	0	*1*	0	5	6	3	*14*
5:00 PM	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**4**	**3**	*7*
5:15 PM	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**1**	*2*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
5:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**0**	***1***
Count Total	9	6	0	3	*18*	7	5	3	1	*16*	0	9	24	11	*44*
Peak Hour	**1**	**0**	**0**	**1**	***2***	**3**	**2**	**0**	**1**	***6***	**0**	**1**	**5**	**5**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave				Central Ave				Glenmoor Dr				Glenmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	6	0
4:30 PM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	16
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	15
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	10
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	1	8	0	0	0	6	0	0	0	0	0	0	0	0	3	18	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**

Two-Hour Count Summaries - Bikes

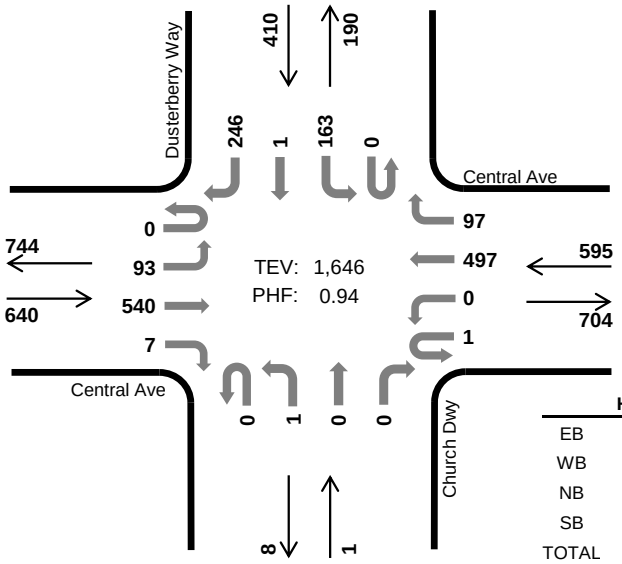
Interval Start	Central Ave			Central Ave			Glenmoor Dr			Glenmoor Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
4:15 PM	0	3	0	0	1	0	0	2	0	0	0	0	6	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	10
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
5:30 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**6**
Count Total	0	7	0	1	4	0	0	3	0	0	0	1	16	0
Peak Hour	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**

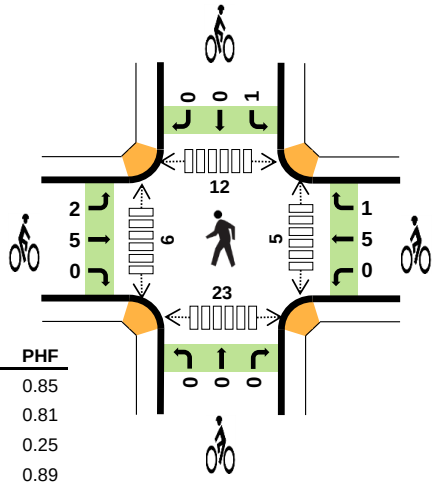
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Church Dwy
Central Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	0.8%	0.85
WB	1.2%	0.81
NB	0.0%	0.25
SB	3.2%	0.89
TOTAL	1.5%	0.94

Two-Hour Count Summaries

Interval Start		Central Ave Eastbound				Central Ave Westbound				Church Dwy Northbound				Dusterberry Way Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	10	59	0	0	0	70	5	0	1	0	0	0	12	0	17	174	0
7:15 AM		0	9	69	0	0	0	93	7	0	0	0	0	0	15	0	21	214	0
7:30 AM		0	13	112	1	0	0	113	11	0	1	0	0	0	44	0	27	322	0
7:45 AM		**0**	**26**	**160**	**2**	**0**	**0**	**134**	**17**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**45**	**439**	1,149
8:00 AM		**0**	**24**	**115**	**2**	**0**	**0**	**158**	**26**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**65**	**426**	1,401
8:15 AM		**0**	**23**	**139**	**0**	**1**	**0**	**120**	**33**	**0**	**1**	**0**	**0**	**0**	**39**	**0**	**76**	**432**	1,619
8:30 AM		**0**	**20**	**126**	**3**	**0**	**0**	**85**	**21**	**0**	**0**	**0**	**0**	**0**	**33**	**1**	**60**	**349**	**1,646**
8:45 AM		0	18	97	7	0	1	94	21	0	1	0	2	0	26	2	38	307	1,514
Count Total		0	143	877	15	1	1	867	141	0	4	0	2	0	260	3	349	2,663	0
Peak Hour	**All**	**0**	**93**	**540**	**7**	**1**	**0**	**497**	**97**	**0**	**1**	**0**	**0**	**0**	**163**	**1**	**246**	**1,646**	**0**
	HV	**0**	**1**	**4**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**9**	**25**	**0**
	HV%	**-**	**1%**	**1%**	**0%**	**0%**	**-**	**1%**	**1%**	**-**	**0%**	**-**	**-**	**-**	**2%**	**0%**	**4%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	0	2	*4*	1	1	0	0	*2*	0	0	2	1	*3*
7:15 AM	2	1	0	1	*4*	0	2	0	0	*2*	2	2	7	0	*11*
7:30 AM	2	0	0	4	*6*	0	0	0	0	*0*	0	1	3	7	*11*
7:45 AM	**2**	**2**	**0**	**3**	***7***	**2**	**1**	**0**	**1**	***4***	**1**	**1**	**4**	**7**	*13*
8:00 AM	**0**	**1**	**0**	**5**	***6***	**1**	**1**	**0**	**0**	***2***	**3**	**4**	**4**	**8**	*19*
8:15 AM	**3**	**2**	**0**	**2**	***7***	**2**	**4**	**0**	**0**	***6***	**0**	**0**	**1**	**4**	*5*
8:30 AM	**0**	**2**	**0**	**3**	***5***	**2**	**0**	**0**	**0**	***2***	**1**	**1**	**3**	**4**	***9***
8:45 AM	2	0	0	1	*3*	0	1	0	0	*1*	5	1	5	3	*14*
Count Total	13	8	0	21	*42*	8	10	0	1	*19*	12	10	29	34	*85*
Peak Hour	**5**	**7**	**0**	**13**	***25***	**7**	**6**	**0**	**1**	***14***	**5**	**6**	**12**	**23**	***46***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave				Central Ave				Church Dwy				Dusterberry Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0
7:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	6	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**7**	21
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**6**	23
8:15 AM	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	26
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**5**	**25**
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	21
Count Total	0	4	9	0	0	0	6	2	0	0	0	0	0	7	0	14	42	0
Peak Hour	**0**	**1**	**4**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**9**	**25**	**0**

Two-Hour Count Summaries - Bikes

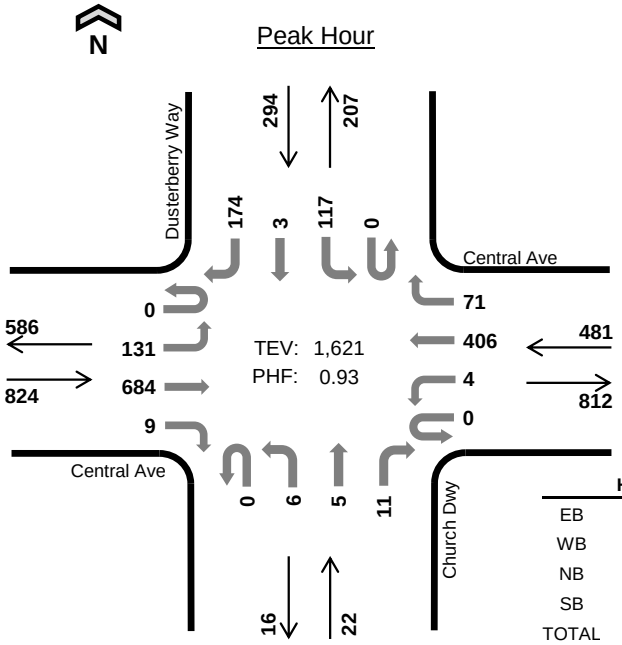
Interval Start	Central Ave			Central Ave			Church Dwy			Dusterberry Way			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	8
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
8:15 AM	**1**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	12
8:30 AM	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	11
Count Total	2	6	0	0	9	1	0	0	0	1	0	0	19	0
Peak Hour	**2**	**5**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**14**	**0**

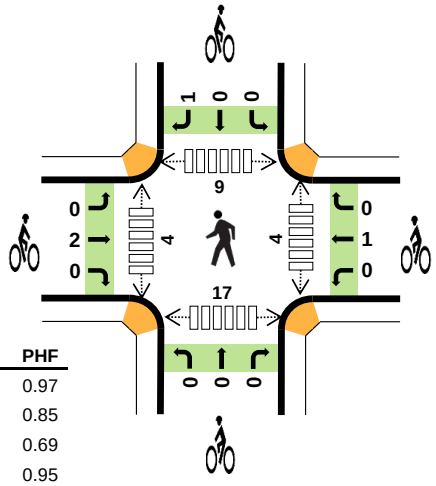
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Church Dwy
Central Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour





	HV %:	PHF
EB	0.4%	0.97
WB	0.2%	0.85
NB	0.0%	0.69
SB	0.3%	0.95
TOTAL	0.3%	0.93

Two-Hour Count Summaries

Interval Start		Central Ave Eastbound				Central Ave Westbound				Church Dwy Northbound				Dusterberry Way Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	30	135	4	0	4	74	22	0	1	2	0	0	29	0	39	340	0
4:15 PM		0	31	143	3	0	3	90	12	0	2	0	6	0	31	1	33	355	0
4:30 PM		1	24	151	3	0	1	71	18	0	2	0	1	0	28	0	35	335	0
4:45 PM		**0**	**48**	**151**	**2**	**0**	**3**	**93**	**23**	**0**	**0**	**0**	**4**	**0**	**26**	**1**	**44**	**395**	1,425
5:00 PM		**0**	**28**	**181**	**4**	**0**	**0**	**84**	**15**	**0**	**3**	**1**	**1**	**0**	**28**	**1**	**47**	**393**	1,478
5:15 PM		**0**	**23**	**186**	**0**	**0**	**1**	**126**	**14**	**0**	**3**	**1**	**4**	**0**	**40**	**0**	**37**	**435**	1,558
5:30 PM		**0**	**32**	**166**	**3**	**0**	**0**	**103**	**19**	**0**	**0**	**3**	**2**	**0**	**23**	**1**	**46**	**398**	**1,621**
5:45 PM		0	28	167	3	0	1	97	18	0	4	0	2	0	15	0	32	367	1,593
Count Total		1	244	1,280	22	0	13	738	141	0	15	7	20	0	220	4	313	3,018	0
Peak Hour	**All**	**0**	**131**	**684**	**9**	**0**	**4**	**406**	**71**	**0**	**6**	**5**	**11**	**0**	**117**	**3**	**174**	**1,621**	**0**
	HV	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	0	0	*4*	0	1	0	1	*2*	4	2	4	20	*30*
4:15 PM	0	1	1	0	*2*	0	1	0	0	*1*	10	4	2	7	*23*
4:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	1	3	6	4	*14*
4:45 PM	**1**	**1**	**0**	**1**	***3***	**1**	**0**	**0**	**0**	***1***	**3**	**1**	**4**	**5**	*13*
5:00 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**3**	*5*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**2**	**5**	*8*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	***2***	**1**	**1**	**2**	**4**	***8***
5:45 PM	0	0	0	0	*0*	0	0	0	1	*1*	1	2	3	10	*16*
Count Total	4	6	1	1	*12*	2	3	0	3	*8*	20	15	24	58	*117*
Peak Hour	**3**	**1**	**0**	**1**	***5***	**2**	**1**	**0**	**1**	***4***	**4**	**4**	**9**	**17**	***34***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave Eastbound				Central Ave Westbound				Church Dwy Northbound				Dusterberry Way Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	10
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	4	0	0	1	5	0	0	0	0	1	0	1	0	0	12	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**

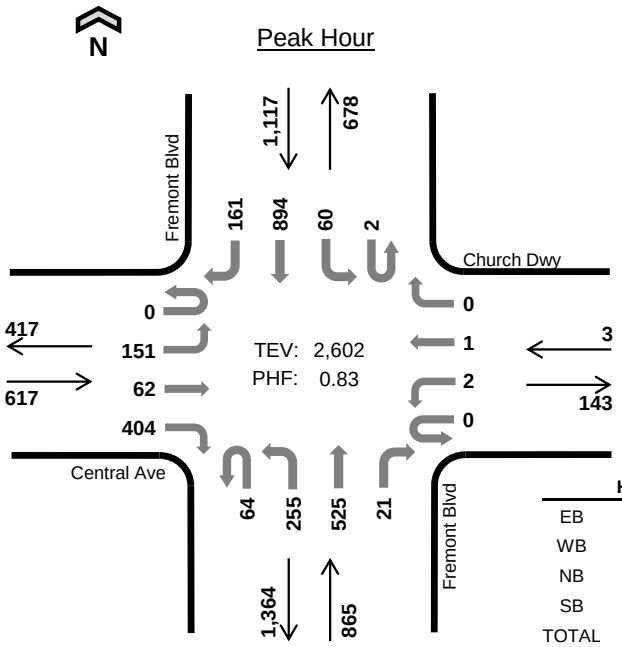
Two-Hour Count Summaries - Bikes

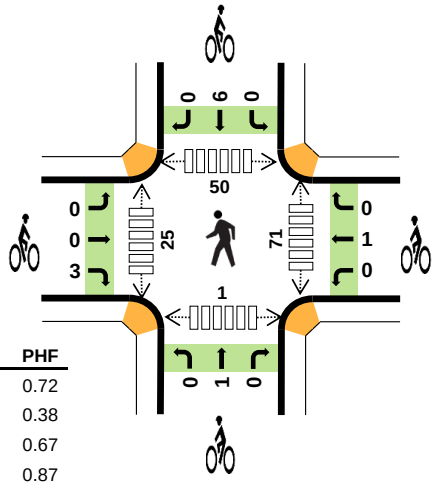
Interval Start	Central Ave Eastbound			Central Ave Westbound			Church Dwy Northbound			Dusterberry Way Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	4
Count Total	0	2	0	0	3	0	0	0	0	0	0	3	8	0
Peak Hour	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Central Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	1.1%	0.72
WB	0.0%	0.38
NB	1.6%	0.67
SB	2.0%	0.87
TOTAL	1.7%	0.83

Two-Hour Count Summaries

Interval Start		Central Ave Eastbound				Church Dwy Westbound				Fremont Blvd Northbound				Fremont Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	27	0	37	0	0	1	1	6	27	44	2	0	2	77	29	253	0
7:15 AM		0	6	1	58	0	1	2	0	15	31	66	0	0	1	160	45	386	0
7:30 AM		0	33	11	103	0	2	3	0	8	61	92	2	0	27	182	36	560	0
7:45 AM		**0**	**34**	**41**	**138**	**0**	**0**	**0**	**0**	**20**	**90**	**200**	**12**	**1**	**38**	**175**	**35**	**784**	1,983
8:00 AM		**0**	**37**	**17**	**81**	**0**	**0**	**0**	**0**	**27**	**81**	**151**	**5**	**0**	**17**	**213**	**43**	**672**	2,402
8:15 AM		**0**	**34**	**3**	**89**	**0**	**0**	**1**	**0**	**12**	**52**	**109**	**3**	**1**	**4**	**232**	**38**	**578**	2,594
8:30 AM		**0**	**46**	**1**	**96**	**0**	**2**	**0**	**0**	**5**	**32**	**65**	**1**	**0**	**1**	**274**	**45**	**568**	**2,602**
8:45 AM		0	41	2	84	0	1	4	1	4	43	89	0	1	3	255	31	559	2,377
Count Total		0	258	76	686	0	6	11	2	97	417	816	25	3	93	1,568	302	4,360	0
Peak Hour	**All**	**0**	**151**	**62**	**404**	**0**	**2**	**1**	**0**	**64**	**255**	**525**	**21**	**2**	**60**	**894**	**161**	**2,602**	**0**
	HV	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**0**	**0**	**0**	**19**	**3**	**43**	**0**
	HV%	**-**	**1%**	**0%**	**1%**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**2%**	**0%**	**0%**	**0%**	**2%**	**2%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	0	2	4	*10*	0	0	3	0	*3*	5	5	3	0	*13*
7:15 AM	0	0	9	3	*12*	0	0	1	6	*7*	6	4	6	0	*16*
7:30 AM	4	0	3	4	*11*	0	0	2	1	*3*	15	14	21	0	*50*
7:45 AM	**4**	**0**	**5**	**1**	***10***	**2**	**0**	**0**	**2**	***4***	**29**	**11**	**28**	**0**	*68*
8:00 AM	**0**	**0**	**4**	**7**	***11***	**0**	**0**	**0**	**1**	***1***	**32**	**9**	**17**	**1**	*59*
8:15 AM	**2**	**0**	**4**	**5**	***11***	**1**	**1**	**0**	**1**	***3***	**6**	**3**	**3**	**0**	*12*
8:30 AM	**1**	**0**	**1**	**9**	***11***	**0**	**0**	**1**	**2**	***3***	**4**	**2**	**2**	**0**	***8***
8:45 AM	2	0	3	7	*12*	0	0	0	1	*1*	7	3	1	0	*11*
Count Total	17	0	31	40	*88*	3	1	7	14	*25*	104	51	81	1	*237*
Peak Hour	**7**	**0**	**14**	**22**	***43***	**3**	**1**	**1**	**6**	***11***	**71**	**25**	**50**	**1**	***147***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave				Church Dwy				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	4	0	0	0	0	0	0	2	0	0	0	4	0	10	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	7	0	0	0	2	1	12	0
7:30 AM	0	2	0	2	0	0	0	0	0	0	3	0	0	0	4	0	11	0
7:45 AM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**10**	43
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**1**	**11**	44
8:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**5**	**0**	**11**	43
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**2**	**11**	**43**
8:45 AM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	7	0	12	45
Count Total	0	5	0	12	0	0	0	0	0	5	26	0	0	0	36	4	88	0
Peak Hour	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**0**	**0**	**0**	**19**	**3**	**43**	**0**

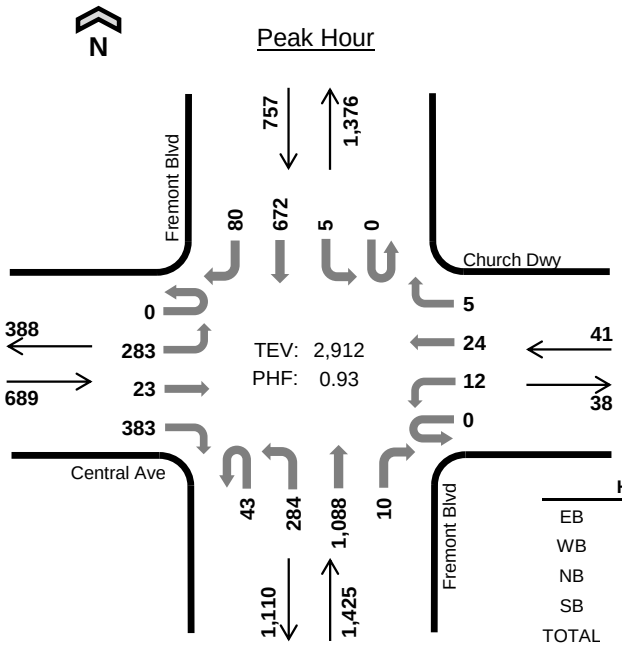
Two-Hour Count Summaries - Bikes

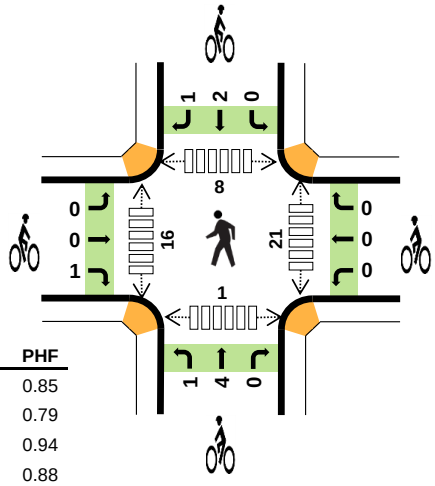
Interval Start	Central Ave			Church Dwy			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	5	1	7	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	17
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	15
8:15 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**11**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	8
Count Total	0	0	3	0	1	0	3	4	0	0	13	1	25	0
Peak Hour	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**11**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Central Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.3%	0.85
WB	0.0%	0.79
NB	0.6%	0.94
SB	1.3%	0.88
TOTAL	0.7%	0.93

Two-Hour Count Summaries

Interval Start		Central Ave Eastbound				Church Dwy Westbound				Fremont Blvd Northbound				Fremont Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	56	4	75	0	1	4	1	9	54	214	1	0	0	140	27	586	0
4:15 PM		0	73	4	88	0	1	1	2	8	65	201	1	0	2	161	23	630	0
4:30 PM		0	47	4	91	0	4	1	0	17	61	261	1	0	2	162	24	675	0
4:45 PM		0	77	4	91	0	2	1	1	10	66	256	3	0	1	133	18	663	2,554
5:00 PM		**0**	**66**	**8**	**86**	**0**	**5**	**8**	**0**	**10**	**61**	**278**	**2**	**0**	**0**	**192**	**22**	**738**	2,706
5:15 PM		**0**	**81**	**12**	**109**	**0**	**3**	**8**	**1**	**9**	**75**	**288**	**5**	**0**	**2**	**166**	**22**	**781**	2,857
5:30 PM		**0**	**80**	**1**	**86**	**0**	**2**	**4**	**1**	**15**	**74**	**266**	**1**	**0**	**0**	**151**	**20**	**701**	2,883
5:45 PM		**0**	**56**	**2**	**102**	**0**	**2**	**4**	**3**	**9**	**74**	**256**	**2**	**0**	**3**	**163**	**16**	**692**	**2,912**
Count Total		0	536	39	728	0	20	31	9	87	530	2,020	16	0	10	1,268	172	5,466	0
Peak Hour	**All**	**0**	**283**	**23**	**383**	**0**	**12**	**24**	**5**	**43**	**284**	**1,088**	**10**	**0**	**5**	**672**	**80**	**2,912**	**0**
	HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**10**	**0**	**21**	**0**
	HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	1	3	*5*	1	0	0	0	*1*	1	4	3	0	*8*
4:15 PM	1	0	2	4	*7*	0	0	1	0	*1*	0	5	2	0	*7*
4:30 PM	1	0	5	4	*10*	1	0	0	0	*1*	6	6	11	2	*25*
4:45 PM	2	0	6	4	*12*	2	0	2	1	*5*	3	14	11	1	*29*
5:00 PM	**2**	**0**	**2**	**2**	***6***	**1**	**0**	**0**	**0**	***1***	**8**	**1**	**2**	**0**	*11*
5:15 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**3**	**1**	***4***	**3**	**8**	**2**	**1**	*14*
5:30 PM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**1**	**0**	***1***	**5**	**4**	**3**	**0**	*12*
5:45 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**1**	**2**	***3***	**5**	**3**	**1**	**0**	***9***
Count Total	7	0	23	25	*55*	5	0	8	4	*17*	31	45	35	4	*115*
Peak Hour	**2**	**0**	**9**	**10**	***21***	**1**	**0**	**5**	**3**	***9***	**21**	**16**	**8**	**1**	***46***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave				Church Dwy				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5	0
4:15 PM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	4	0	7	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	3	1	10	0
4:45 PM	0	1	0	1	0	0	0	0	0	2	4	0	0	0	4	0	12	34
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**6**	35
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	32
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	28
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**21**
Count Total	0	4	0	3	0	0	0	0	0	4	19	0	0	0	24	1	55	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**10**	**0**	**21**	**0**

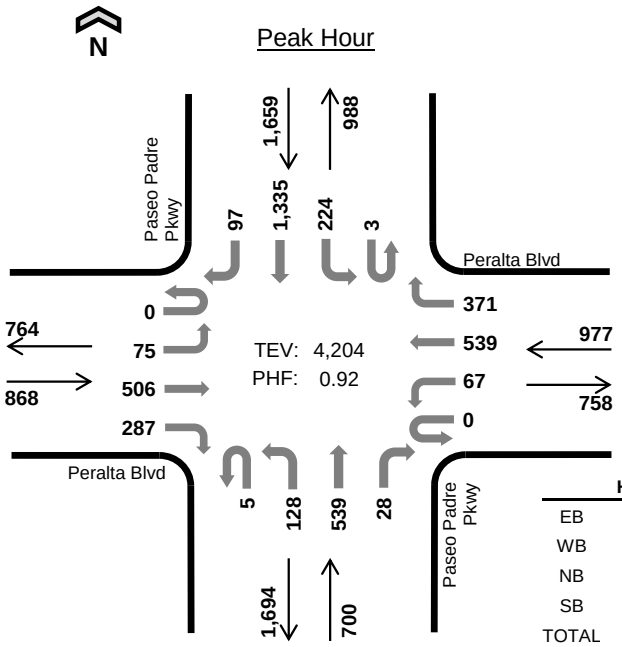
Two-Hour Count Summaries - Bikes

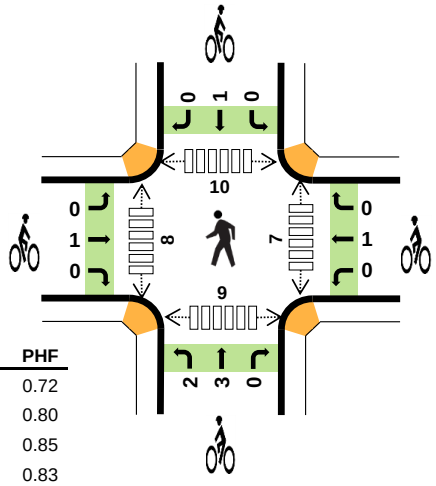
Interval Start	Central Ave			Church Dwy			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	1	0	1	0	0	0	0	2	0	0	1	0	5	8
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**4**	11
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	11
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**9**
Count Total	1	0	4	0	0	0	1	7	0	0	3	1	17	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**2**	**1**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Peralta Blvd

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	1.0%	0.72
WB	2.0%	0.80
NB	1.1%	0.85
SB	1.6%	0.83
TOTAL	1.5%	0.92

Two-Hour Count Summaries

Interval Start		Peralta Blvd Eastbound				Peralta Blvd Westbound				Paseo Padre Pkwy Northbound				Paseo Padre Pkwy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	11	32	20	0	6	53	61	0	4	67	3	0	39	227	12	535	0
7:15 AM		0	9	17	26	0	14	65	87	0	7	87	2	1	48	340	16	719	0
7:30 AM		0	18	72	29	0	32	111	105	0	13	123	3	0	54	379	14	953	0
7:45 AM		**0**	**20**	**138**	**92**	**0**	**26**	**181**	**98**	**2**	**22**	**131**	**5**	**0**	**56**	**329**	**39**	**1,139**	3,346
8:00 AM		**0**	**29**	**167**	**107**	**0**	**17**	**158**	**82**	**2**	**42**	**148**	**13**	**1**	**48**	**272**	**20**	**1,106**	3,917
8:15 AM		**0**	**17**	**104**	**49**	**0**	**17**	**115**	**92**	**1**	**41**	**138**	**5**	**1**	**57**	**321**	**18**	**976**	4,174
8:30 AM		**0**	**9**	**97**	**39**	**0**	**7**	**85**	**99**	**0**	**23**	**122**	**5**	**1**	**63**	**413**	**20**	**983**	**4,204**
8:45 AM		0	14	80	60	0	17	93	105	0	14	156	5	1	55	370	16	986	4,051
Count Total		0	127	707	422	0	136	861	729	5	166	972	41	5	420	2,651	155	7,397	0
Peak Hour	**All**	**0**	**75**	**506**	**287**	**0**	**67**	**539**	**371**	**5**	**128**	**539**	**28**	**3**	**224**	**1,335**	**97**	**4,204**	**0**
	HV	**0**	**0**	**7**	**2**	**0**	**1**	**12**	**7**	**0**	**0**	**8**	**0**	**0**	**7**	**17**	**2**	**63**	**0**
	HV%	**-**	**0%**	**1%**	**1%**	**-**	**1%**	**2%**	**2%**	**0%**	**0%**	**1%**	**0%**	**0%**	**3%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	3	3	1	2	*9*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	1	2	2	4	*9*	7	0	1	0	*8*	0	0	0	0	*0*
7:30 AM	5	6	3	6	*20*	0	0	1	0	*1*	9	2	3	4	*18*
7:45 AM	**6**	**3**	**3**	**3**	***15***	**0**	**0**	**0**	**0**	***0***	**4**	**6**	**4**	**3**	*17*
8:00 AM	**1**	**8**	**3**	**9**	***21***	**0**	**1**	**2**	**0**	***3***	**1**	**2**	**4**	**4**	*11*
8:15 AM	**0**	**6**	**0**	**7**	***13***	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**2**	**1**	*3*
8:30 AM	**2**	**3**	**2**	**7**	***14***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**0**	**1**	***3***
8:45 AM	4	6	2	4	*16*	1	0	0	1	*2*	1	0	0	1	*2*
Count Total	22	37	16	42	*117*	9	1	8	2	*20*	17	10	13	14	*54*
Peak Hour	**9**	**20**	**8**	**26**	***63***	**1**	**1**	**5**	**1**	***8***	**7**	**8**	**10**	**9**	***34***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Peralta Blvd				Peralta Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	1	0	0	1	2	0	0	1	0	0	0	2	0	9	0
7:15 AM	0	0	0	1	0	1	1	0	0	0	2	0	0	1	3	0	9	0
7:30 AM	0	2	2	1	0	1	4	1	0	0	3	0	0	2	2	2	20	0
7:45 AM	**0**	**0**	**5**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**2**	**0**	**15**	53
8:00 AM	**0**	**0**	**1**	**0**	**0**	**1**	**5**	**2**	**0**	**0**	**3**	**0**	**0**	**4**	**5**	**0**	**21**	65
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**13**	69
8:30 AM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**2**	**4**	**1**	**14**	**63**
8:45 AM	0	0	3	1	0	1	2	3	0	1	1	0	0	0	3	1	16	64
Count Total	0	2	14	6	0	4	20	13	0	1	15	0	0	10	27	5	117	0
Peak Hour	**0**	**0**	**7**	**2**	**0**	**1**	**12**	**7**	**0**	**0**	**8**	**0**	**0**	**7**	**17**	**2**	**63**	**0**

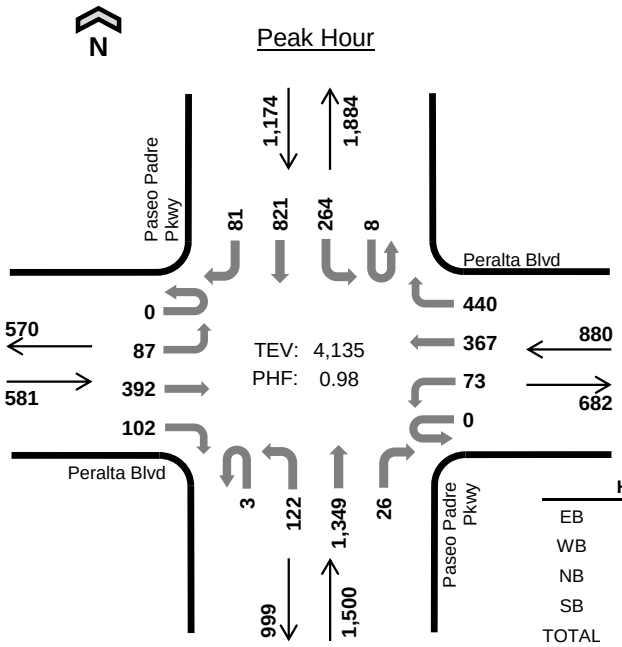
Two-Hour Count Summaries - Bikes

Interval Start	Peralta Blvd			Peralta Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	4	3	0	0	0	0	1	0	0	0	0	8	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	12
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**4**	8
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	10
Count Total	0	5	4	0	1	0	2	6	0	0	2	0	20	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**3**	**0**	**0**	**1**	**0**	**8**	**0**

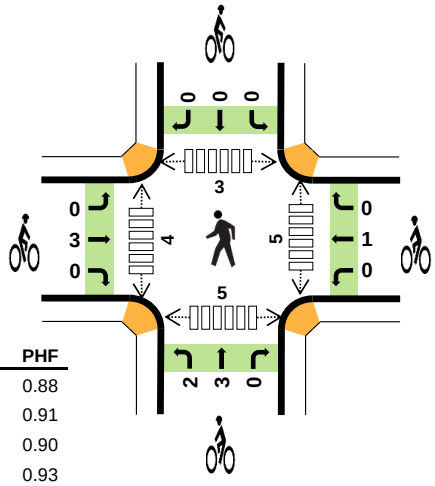
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Peralta Blvd

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.7%	0.88
WB	0.2%	0.91
NB	0.6%	0.90
SB	0.3%	0.93
TOTAL	0.4%	0.98



Two-Hour Count Summaries

Interval Start	Peralta Blvd Eastbound UT	LT	TH	RT	Peralta Blvd Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM	1	14	110	27	0	18	48	63	1	31	328	5	1	66	228	7	948	0
4:15 PM	0	24	86	25	1	14	75	65	1	39	311	2	4	70	205	13	935	0
4:30 PM	0	22	75	19	0	18	62	61	1	27	337	3	3	62	201	18	909	0
4:45 PM	0	19	74	19	0	14	79	77	0	31	315	4	1	55	210	20	918	3,710
5:00 PM	**0**	**12**	**86**	**36**	**0**	**18**	**67**	**104**	**1**	**41**	**364**	**10**	**2**	**67**	**198**	**20**	**1,026**	3,788
5:15 PM	**0**	**27**	**115**	**23**	**0**	**18**	**104**	**113**	**0**	**34**	**314**	**8**	**2**	**70**	**202**	**20**	**1,050**	3,903
5:30 PM	**0**	**24**	**102**	**19**	**0**	**18**	**87**	**109**	**1**	**26**	**357**	**5**	**1**	**63**	**198**	**17**	**1,027**	4,021
5:45 PM	**0**	**24**	**89**	**24**	**0**	**19**	**109**	**114**	**1**	**21**	**314**	**3**	**3**	**64**	**223**	**24**	**1,032**	**4,135**
Count Total	1	166	737	192	1	137	631	706	6	250	2,640	40	17	517	1,665	139	7,845	0
Peak Hour All	**0**	**87**	**392**	**102**	**0**	**73**	**367**	**440**	**3**	**122**	**1,349**	**26**	**8**	**264**	**821**	**81**	**4,135**	**0**
Peak Hour HV	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**0**	**0**	**1**	**2**	**0**	**18**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**1%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	4	4	3	4	*15*	0	0	0	0	*0*	2	0	2	0	*4*
4:15 PM	3	5	9	3	*20*	1	0	0	0	*1*	0	0	1	0	*1*
4:30 PM	0	2	1	1	*4*	0	0	2	0	*2*	1	2	1	0	*4*
4:45 PM	2	1	0	2	*5*	0	0	4	0	*4*	1	0	0	0	*1*
5:00 PM	**2**	**0**	**1**	**1**	***4***	**2**	**0**	**2**	**0**	***4***	**0**	**0**	**1**	**1**	*2*
5:15 PM	**1**	**1**	**3**	**1**	***6***	**1**	**1**	**0**	**0**	***2***	**3**	**2**	**1**	**1**	*7*
5:30 PM	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**1**	**2**	*4*
5:45 PM	**1**	**0**	**3**	**1**	***5***	**0**	**0**	**2**	**0**	***2***	**2**	**1**	**0**	**1**	***4***
Count Total	13	14	22	13	*62*	4	1	11	0	*16*	9	6	7	5	*27*
Peak Hour	**4**	**2**	**9**	**3**	***18***	**3**	**1**	**5**	**0**	***9***	**5**	**4**	**3**	**5**	***17***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Peralta Blvd				Peralta Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	2	0	0	2	2	0	1	2	0	0	2	2	0	15	0
4:15 PM	0	1	1	1	0	1	3	1	0	2	7	0	0	1	2	0	20	0
4:30 PM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	4	0
4:45 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	1	1	0	5	44
5:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	33
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**6**	19
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	18
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**5**	**18**
Count Total	0	2	7	4	0	2	7	5	0	3	19	0	0	5	8	0	62	0
Peak Hour	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**0**	**0**	**1**	**2**	**0**	**18**	**0**

Two-Hour Count Summaries - Bikes

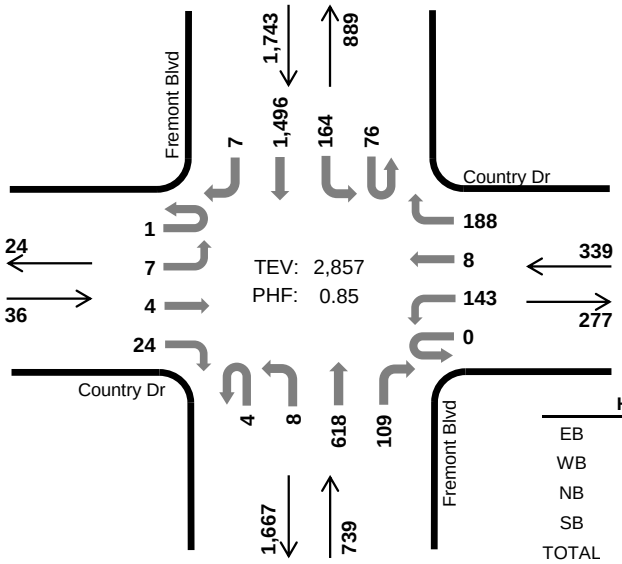
Interval Start	Peralta Blvd			Peralta Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	4	7
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	11
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	12
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	11
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
Count Total	0	4	0	0	1	0	7	4	0	0	0	0	16	0
Peak Hour	**0**	**3**	**0**	**0**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**9**	**0**

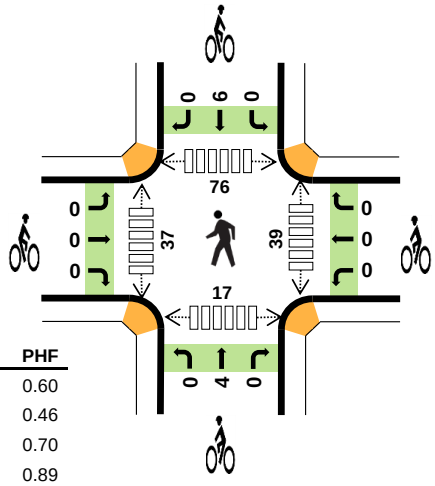
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Country Dr

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	2.8%	0.60
WB	0.6%	0.46
NB	2.3%	0.70
SB	1.4%	0.89
TOTAL	1.5%	0.85

Two-Hour Count Summaries

Interval Start		Country Dr Eastbound				Country Dr Westbound				Fremont Blvd Northbound				Fremont Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	3	0	10	0	13	0	0	74	8	4	4	140	0	256	0
7:15 AM		0	0	0	2	0	9	0	9	0	2	94	10	6	14	200	0	346	0
7:30 AM		0	0	2	8	0	32	0	38	0	0	147	32	14	27	250	1	551	0
7:45 AM		**0**	**1**	**2**	**12**	**0**	**86**	**4**	**94**	**2**	**0**	**196**	**65**	**27**	**52**	**294**	**2**	**837**	1,990
8:00 AM		**0**	**2**	**0**	**5**	**0**	**23**	**1**	**47**	**0**	**6**	**191**	**13**	**25**	**31**	**365**	**1**	**710**	2,444
8:15 AM		**0**	**2**	**1**	**2**	**0**	**17**	**1**	**36**	**1**	**2**	**112**	**19**	**18**	**43**	**430**	**1**	**685**	2,783
8:30 AM		**1**	**2**	**1**	**5**	**0**	**17**	**2**	**11**	**1**	**0**	**119**	**12**	**6**	**38**	**407**	**3**	**625**	**2,857**
8:45 AM		0	2	0	8	0	10	0	15	2	0	129	19	9	17	375	2	588	2,608
Count Total		1	9	6	45	0	204	8	263	6	10	1,062	178	109	226	2,461	10	4,598	0
Peak Hour	**All**	**1**	**7**	**4**	**24**	**0**	**143**	**8**	**188**	**4**	**8**	**618**	**109**	**76**	**164**	**1,496**	**7**	**2,857**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**16**	**1**	**0**	**3**	**20**	**1**	**44**	**0**
	HV%	**0%**	**0%**	**0%**	**4%**	**-**	**1%**	**0%**	**1%**	**0%**	**0%**	**3%**	**1%**	**0%**	**2%**	**1%**	**14%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	3	8	*12*	0	2	2	0	*4*	0	2	0	3	*5*
7:15 AM	0	0	12	3	*15*	0	0	1	3	*4*	6	0	4	0	*10*
7:30 AM	0	1	2	6	*9*	1	0	0	2	*3*	0	9	17	0	*26*
7:45 AM	**0**	**1**	**8**	**3**	***12***	**0**	**0**	**2**	**1**	***3***	**27**	**20**	**64**	**1**	*112*
8:00 AM	**0**	**1**	**4**	**6**	***11***	**0**	**0**	**1**	**1**	***2***	**5**	**9**	**4**	**12**	*30*
8:15 AM	**0**	**0**	**5**	**8**	***13***	**0**	**0**	**0**	**2**	***2***	**1**	**6**	**3**	**3**	*13*
8:30 AM	**1**	**0**	**0**	**7**	***8***	**0**	**0**	**1**	**2**	***3***	**6**	**2**	**5**	**1**	***14***
8:45 AM	0	0	5	7	*12*	0	0	0	2	*2*	3	2	4	1	*10*
Count Total	1	4	39	48	*92*	1	2	7	13	*23*	48	50	101	21	*220*
Peak Hour	**1**	**2**	**17**	**24**	***44***	**0**	**0**	**4**	**6**	***10***	**39**	**37**	**76**	**17**	***169***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Country Dr				Country Dr				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	8	0	12	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	3	0	15	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	2	4	0	9	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**1**	**0**	**1**	**2**	**0**	**12**	48
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**5**	**0**	**11**	47
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**8**	**0**	**13**	45
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**1**	**8**	**44**
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	1	6	0	12	44
Count Total	0	0	0	1	0	3	0	1	0	0	37	2	0	6	41	1	92	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**16**	**1**	**0**	**3**	**20**	**1**	**44**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Country Dr			Country Dr			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	1	1	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	14
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	12
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	10
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**10**
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	9
Count Total	1	0	0	0	0	2	0	7	0	0	12	1	23	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**6**	**0**	**10**	**0**

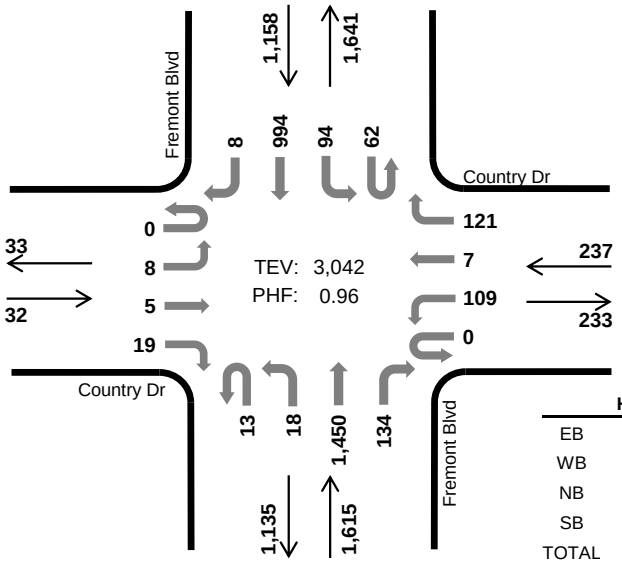
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Country Dr

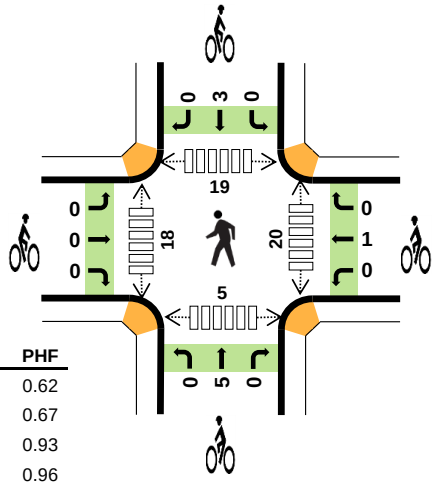
Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour



	HV %:	PHF
EB	0.0%	0.62
WB	0.0%	0.67
NB	0.6%	0.93
SB	1.1%	0.96
TOTAL	0.8%	0.96



Two-Hour Count Summaries

Interval Start		Country Dr Eastbound UT	LT	TH	RT	Country Dr Westbound UT	LT	TH	RT	Fremont Blvd Northbound UT	LT	TH	RT	Fremont Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	4	1	1	0	13	1	29	3	6	265	28	8	19	222	1	601	0
4:15 PM		0	2	1	3	0	17	1	30	5	1	313	29	14	20	246	4	686	0
4:30 PM		0	4	1	3	0	19	2	31	7	1	265	24	18	34	222	3	634	0
4:45 PM		0	1	1	0	0	14	2	14	5	5	363	29	15	16	242	2	709	2,630
5:00 PM		**0**	**3**	**1**	**2**	**0**	**22**	**1**	**26**	**2**	**3**	**355**	**36**	**10**	**17**	**260**	**3**	**741**	2,770
5:15 PM		**0**	**1**	**1**	**5**	**0**	**15**	**0**	**34**	**5**	**4**	**357**	**35**	**22**	**21**	**258**	**1**	**759**	2,843
5:30 PM		**0**	**3**	**0**	**3**	**0**	**51**	**4**	**34**	**2**	**6**	**350**	**27**	**13**	**26**	**232**	**2**	**753**	2,962
5:45 PM		**0**	**1**	**3**	**9**	**0**	**21**	**2**	**27**	**4**	**5**	**388**	**36**	**17**	**30**	**244**	**2**	**789**	**3,042**
Count Total		0	19	9	26	0	172	13	225	33	31	2,656	244	117	183	1,926	18	5,672	0
Peak Hour	**All**	**0**	**8**	**5**	**19**	**0**	**109**	**7**	**121**	**13**	**18**	**1,450**	**134**	**62**	**94**	**994**	**8**	**3,042**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**1**	**12**	**0**	**23**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**1%**	**0%**	**1%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	1	0	2	2	*5*	0	0	0	0	*0*	2	13	10	1	*26*
4:15 PM	1	0	3	6	*10*	0	0	0	0	*0*	5	9	1	2	*17*
4:30 PM	0	0	4	4	*8*	1	0	1	0	*2*	2	1	6	3	*12*
4:45 PM	0	1	7	5	*13*	0	0	1	3	*4*	4	12	4	1	*21*
5:00 PM	**0**	**0**	**3**	**4**	***7***	**0**	**1**	**1**	**2**	***4***	**7**	**4**	**3**	**0**	*14*
5:15 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**3**	**0**	***3***	**1**	**5**	**5**	**3**	*14*
5:30 PM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**1**	**0**	***1***	**8**	**4**	**4**	**1**	*17*
5:45 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**1**	***1***	**4**	**5**	**7**	**1**	***17***
Count Total	2	1	26	30	*59*	1	1	7	6	*15*	33	53	40	12	*138*
Peak Hour	**0**	**0**	**10**	**13**	***23***	**0**	**1**	**5**	**3**	***9***	**20**	**18**	**19**	**5**	***62***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Country Dr				Country Dr				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	5	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	1	4	1	10	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	5	0	13	36
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**7**	38
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**5**	33
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	31
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**23**
Count Total	0	1	0	1	0	0	0	1	0	1	24	1	0	2	27	1	59	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**1**	**12**	**0**	**23**	**0**

Two-Hour Count Summaries - Bikes

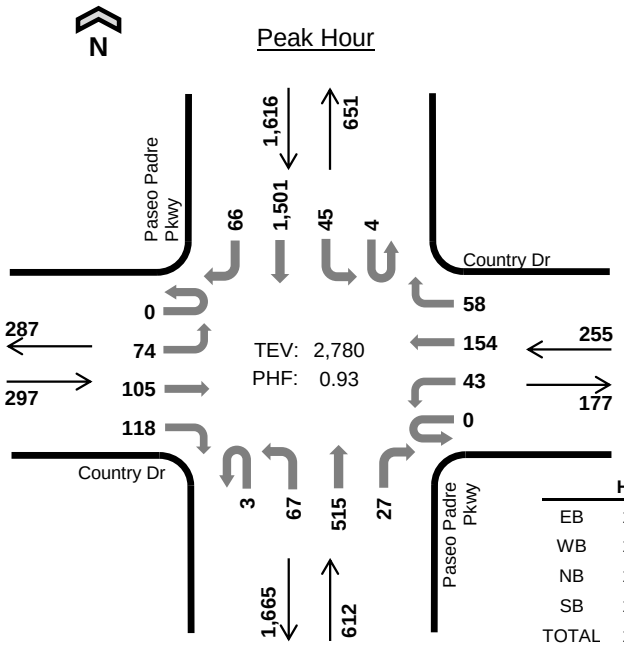
Interval Start	Country Dr			Country Dr			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	6
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	10
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	13
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	12
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**
Count Total	0	1	0	0	1	0	0	7	0	0	6	0	15	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

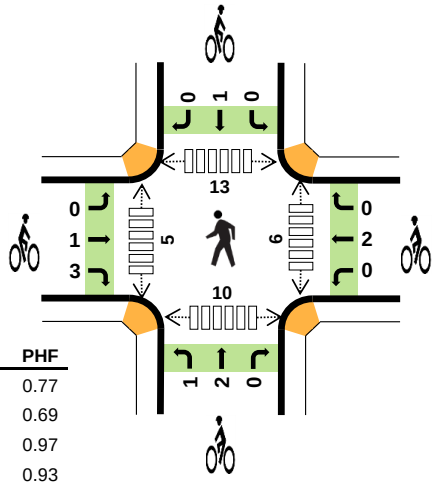
Paseo Padre Pkwy
Country Dr

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	1.3%	0.77
WB	1.2%	0.69
NB	1.6%	0.97
SB	1.4%	0.93
TOTAL	1.4%	0.93



Two-Hour Count Summaries

Interval Start		Country Dr Eastbound UT	LT	TH	RT	Country Dr Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	6	10	11	0	2	5	2	0	6	52	3	1	7	238	6	349	0
7:15 AM		0	3	9	13	0	4	6	6	0	10	91	6	0	5	346	19	518	0
7:30 AM		**0**	**16**	**18**	**24**	**0**	**5**	**41**	**5**	**0**	**23**	**128**	**5**	**0**	**7**	**402**	**22**	**696**	0
7:45 AM		**0**	**20**	**31**	**38**	**0**	**3**	**71**	**19**	**2**	**26**	**111**	**7**	**0**	**9**	**388**	**24**	**749**	2,312
8:00 AM		**0**	**23**	**43**	**30**	**0**	**14**	**23**	**18**	**1**	**11**	**134**	**6**	**1**	**10**	**311**	**8**	**633**	2,596
8:15 AM		**0**	**15**	**13**	**26**	**0**	**21**	**19**	**16**	**0**	**7**	**142**	**9**	**3**	**19**	**400**	**12**	**702**	**2,780**
8:30 AM		0	11	15	19	0	2	5	6	0	6	145	9	4	11	435	11	679	2,763
8:45 AM		1	17	9	18	0	6	8	6	0	9	157	11	1	15	417	6	681	2,695
Count Total		1	111	148	179	0	57	178	78	3	98	960	56	10	83	2,937	108	5,007	0
Peak Hour	**All**	**0**	**74**	**105**	**118**	**0**	**43**	**154**	**58**	**3**	**67**	**515**	**27**	**4**	**45**	**1,501**	**66**	**2,780**	**0**
	HV	**0**	**1**	**0**	**3**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**1**	**0**	**1**	**20**	**1**	**39**	**0**
	HV%	**-**	**1%**	**0%**	**3%**	**-**	**0%**	**1%**	**2%**	**0%**	**0%**	**2%**	**4%**	**0%**	**2%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	0	2	*2*	1	0	0	0	*1*	0	0	0	0	*0*
7:15 AM	1	0	4	5	*10*	2	0	0	4	*6*	0	1	3	0	*4*
7:30 AM	**2**	**0**	**4**	**5**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**2**	**3**	**3**	**4**	***12***	**1**	**2**	**1**	**0**	***4***	**1**	**1**	**7**	**1**	*10*
8:00 AM	**0**	**0**	**3**	**6**	***9***	**3**	**0**	**1**	**1**	***5***	**1**	**3**	**3**	**2**	*9*
8:15 AM	**0**	**0**	**0**	**7**	***7***	**0**	**0**	**1**	**0**	***1***	**4**	**1**	**3**	**6**	***14***
8:30 AM	0	0	1	4	*5*	1	0	0	2	*3*	1	2	1	3	*7*
8:45 AM	1	0	4	4	*9*	1	0	0	2	*3*	0	0	0	0	*0*
Count Total	6	3	19	37	*65*	9	2	3	9	*23*	7	8	17	13	*45*
Peak Hour	**4**	**3**	**10**	**22**	***39***	**4**	**2**	**3**	**1**	***10***	**6**	**5**	**13**	**10**	***34***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Country Dr				Country Dr				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	4	0	0	1	3	1	10	0
7:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**5**	**0**	**11**	0
7:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**12**	35
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**1**	**9**	42
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**7**	**39**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	33
8:45 AM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	9	30
Count Total	0	1	1	4	0	0	2	1	0	0	18	1	0	2	33	2	65	0
Peak Hour	**0**	**1**	**0**	**3**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**1**	**0**	**1**	**20**	**1**	**39**	**0**

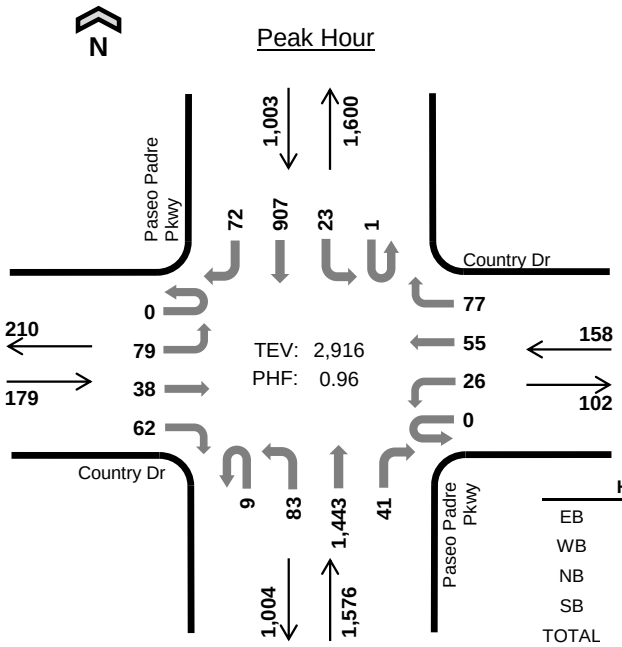
Two-Hour Count Summaries - Bikes

Interval Start	Country Dr			Country Dr			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	1	1	0	0	0	0	0	0	0	4	0	6	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	11
8:00 AM	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**5**	15
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**10**
8:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	3	13
8:45 AM	0	0	1	0	0	0	0	0	0	0	2	0	3	12
Count Total	0	4	5	0	2	0	1	2	0	0	9	0	23	0
Peak Hour	**0**	**1**	**3**	**0**	**2**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**10**	**0**

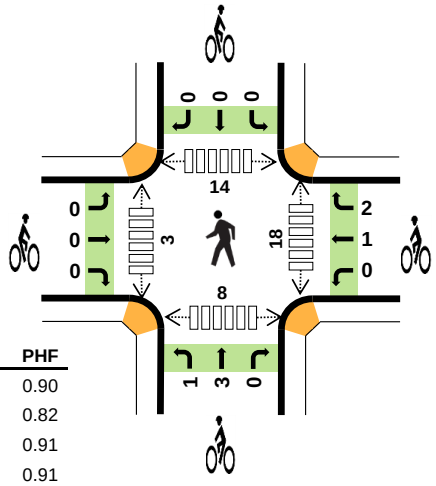
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Country Dr

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.6%	0.90
WB	0.0%	0.82
NB	0.5%	0.91
SB	0.3%	0.91
TOTAL	0.4%	0.96



Two-Hour Count Summaries

Interval Start		Country Dr Eastbound UT	LT	TH	RT	Country Dr Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	13	16	22	0	4	13	22	0	14	355	13	1	9	233	11	726	0
4:15 PM		0	20	17	17	0	4	21	17	0	9	315	7	0	5	202	21	655	0
4:30 PM		0	17	9	21	0	5	11	13	0	12	331	9	1	7	210	9	655	0
4:45 PM		0	14	4	8	0	3	9	14	0	13	350	11	0	6	223	9	664	2,700
5:00 PM		**0**	**20**	**8**	**12**	**0**	**6**	**10**	**21**	**1**	**27**	**400**	**7**	**1**	**7**	**223**	**14**	**757**	2,731
5:15 PM		**0**	**24**	**7**	**19**	**0**	**6**	**14**	**16**	**6**	**18**	**364**	**12**	**0**	**6**	**221**	**21**	**734**	2,810
5:30 PM		**0**	**17**	**8**	**16**	**0**	**7**	**14**	**27**	**2**	**24**	**348**	**11**	**0**	**6**	**212**	**17**	**709**	2,864
5:45 PM		**0**	**18**	**15**	**15**	**0**	**7**	**17**	**13**	**0**	**14**	**331**	**11**	**0**	**4**	**251**	**20**	**716**	**2,916**
Count Total		0	143	84	130	0	42	109	143	9	131	2,794	81	3	50	1,775	122	5,616	0
Peak Hour	**All**	**0**	**79**	**38**	**62**	**0**	**26**	**55**	**77**	**9**	**83**	**1,443**	**41**	**1**	**23**	**907**	**72**	**2,916**	**0**
	HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**3**	**0**	**12**	**0**
	HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	1	5	4	*10*	0	0	0	1	*1*	1	2	4	1	*8*
4:15 PM	1	0	5	3	*9*	0	0	1	1	*2*	0	2	5	0	*7*
4:30 PM	0	0	1	2	*3*	1	0	1	0	*2*	4	0	2	4	*10*
4:45 PM	0	0	0	1	*1*	2	1	2	0	*5*	0	4	1	0	*5*
5:00 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**1**	**0**	***1***	**2**	**2**	**1**	**6**	*11*
5:15 PM	**1**	**0**	**2**	**1**	***4***	**0**	**1**	**0**	**0**	***1***	**15**	**0**	**4**	**1**	*20*
5:30 PM	**0**	**0**	**2**	**0**	***2***	**0**	**1**	**2**	**0**	***3***	**1**	**0**	**6**	**1**	*8*
5:45 PM	**0**	**0**	**2**	**0**	***2***	**0**	**1**	**1**	**0**	***2***	**0**	**1**	**3**	**0**	***4***
Count Total	2	1	19	13	*35*	3	4	8	2	*17*	23	11	26	13	*73*
Peak Hour	**1**	**0**	**8**	**3**	***12***	**0**	**3**	**4**	**0**	***7***	**18**	**3**	**14**	**8**	***43***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Country Dr				Country Dr				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	3	0	10	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	1	2	0	9	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	23
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	17
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	12
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	11
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**12**
Count Total	0	1	0	1	0	0	0	1	0	0	19	0	0	2	11	0	35	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**3**	**0**	**12**	**0**

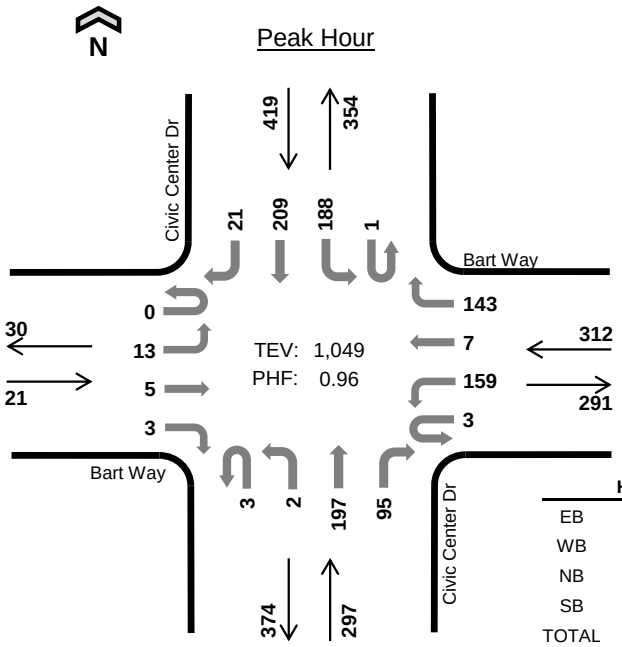
Two-Hour Count Summaries - Bikes

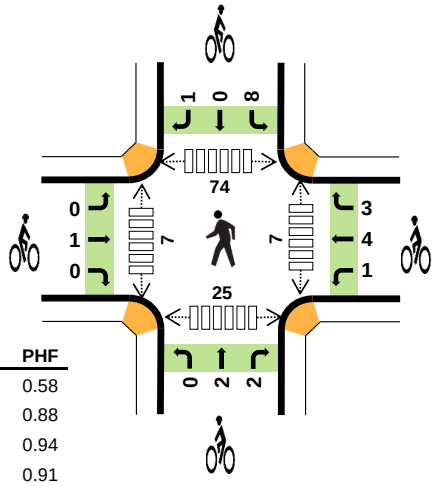
Interval Start	Country Dr			Country Dr			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0
4:45 PM	0	0	2	0	1	0	0	2	0	0	0	0	5	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	10
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	9
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	10
5:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**7**
Count Total	0	0	3	0	2	2	1	7	0	0	2	0	17	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Civic Center Dr
Bart Way

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	0.0%	0.58
WB	0.6%	0.88
NB	2.7%	0.94
SB	2.9%	0.91
TOTAL	2.1%	0.96

Two-Hour Count Summaries

Interval Start		Bart Way Eastbound UT	LT	TH	RT	Bart Way Westbound UT	LT	TH	RT	Civic Center Dr Northbound UT	LT	TH	RT	Civic Center Dr Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	7	1	0	1	29	0	30	0	3	32	18	0	39	16	0	176	0
7:15 AM		0	1	0	0	0	30	0	29	1	4	32	15	3	36	32	3	186	0
7:30 AM		0	4	1	1	0	24	1	36	1	3	34	21	0	38	39	5	208	0
7:45 AM		**0**	**2**	**1**	**1**	**1**	**40**	**1**	**47**	**1**	**1**	**51**	**23**	**1**	**49**	**40**	**5**	**264**	834
8:00 AM		**0**	**5**	**1**	**0**	**0**	**34**	**3**	**33**	**1**	**1**	**45**	**26**	**0**	**38**	**56**	**5**	**248**	906
8:15 AM		**0**	**1**	**0**	**1**	**0**	**44**	**0**	**40**	**0**	**0**	**43**	**26**	**0**	**46**	**59**	**5**	**265**	985
8:30 AM		**0**	**5**	**3**	**1**	**2**	**41**	**3**	**23**	**1**	**0**	**58**	**20**	**0**	**55**	**54**	**6**	**272**	**1,049**
8:45 AM		0	4	1	1	1	33	0	36	0	0	48	23	0	24	40	14	225	1,010
Count Total		0	29	8	5	5	275	8	274	5	12	343	172	4	325	336	43	1,844	0
Peak Hour	**All**	**0**	**13**	**5**	**3**	**3**	**159**	**7**	**143**	**3**	**2**	**197**	**95**	**1**	**188**	**209**	**21**	**1,049**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**3**	**9**	**0**	**22**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**3%**	**2%**	**0%**	**2%**	**4%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	0	2	*2*	0	1	0	0	*1*	1	1	15	8	*25*
7:15 AM	0	0	2	2	*4*	0	1	0	5	*6*	0	1	12	7	*20*
7:30 AM	0	0	3	0	*3*	1	3	0	1	*5*	1	1	12	11	*25*
7:45 AM	**0**	**1**	**2**	**4**	***7***	**0**	**3**	**0**	**0**	***3***	**0**	**2**	**19**	**6**	*27*
8:00 AM	**0**	**0**	**3**	**1**	***4***	**1**	**4**	**1**	**2**	***8***	**2**	**0**	**20**	**7**	*29*
8:15 AM	**0**	**1**	**1**	**4**	***6***	**0**	**0**	**2**	**5**	***7***	**4**	**3**	**20**	**6**	*33*
8:30 AM	**0**	**0**	**2**	**3**	***5***	**0**	**1**	**1**	**2**	***4***	**1**	**2**	**15**	**6**	***24***
8:45 AM	0	1	3	6	*10*	1	0	0	1	*2*	2	2	17	6	*27*
Count Total	0	3	16	22	*41*	3	13	4	16	*36*	11	12	130	57	*210*
Peak Hour	**0**	**2**	**8**	**12**	***22***	**1**	**8**	**4**	**9**	***22***	**7**	**7**	**74**	**25**	***113***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Bart Way				Bart Way				Civic Center Dr				Civic Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**2**	**0**	**7**	16
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**4**	18
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**6**	20
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**2**	**0**	**5**	**22**
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	1	0	0	5	1	10	25
Count Total	0	0	0	0	0	2	0	1	0	1	12	3	0	3	18	1	41	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**3**	**9**	**0**	**22**	**0**

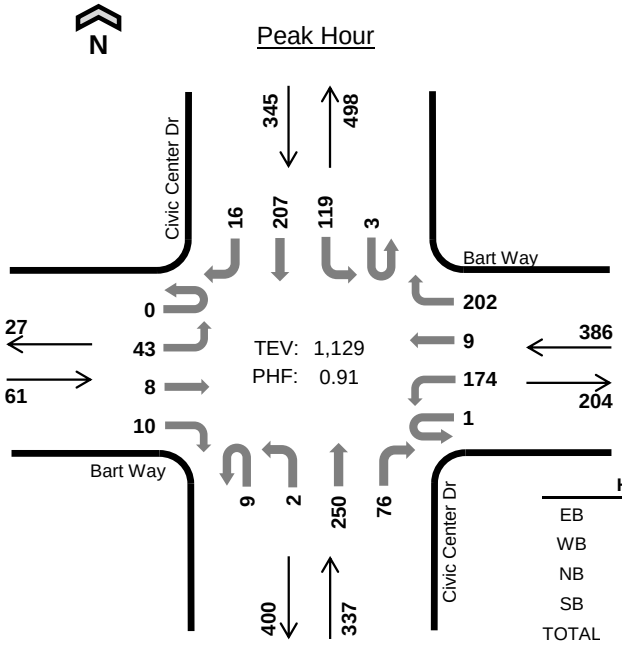
Two-Hour Count Summaries - Bikes

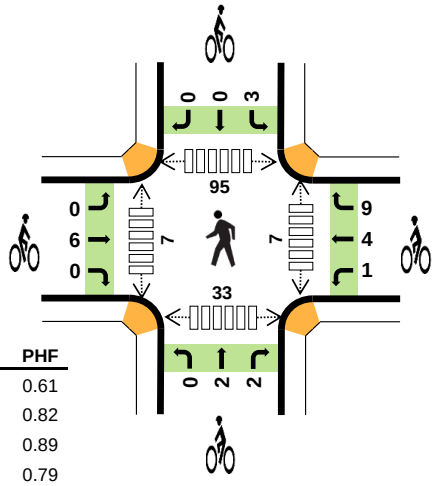
Interval Start	Bart Way			Bart Way			Civic Center Dr			Civic Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	5	0	0	6	0
7:30 AM	0	1	0	0	1	2	0	0	0	1	0	0	5	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	15
8:00 AM	**0**	**1**	**0**	**1**	**3**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**8**	22
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**0**	**1**	**7**	23
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**4**	**22**
8:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	21
Count Total	0	3	0	1	6	6	0	2	2	15	0	1	36	0
Peak Hour	**0**	**1**	**0**	**1**	**4**	**3**	**0**	**2**	**2**	**8**	**0**	**1**	**22**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Civic Center Dr
Bart Way

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	1.6%	0.61
WB	0.0%	0.82
NB	2.4%	0.89
SB	1.4%	0.79
TOTAL	1.2%	0.91

Two-Hour Count Summaries

Interval Start		Bart Way Eastbound UT	LT	TH	RT	Bart Way Westbound UT	LT	TH	RT	Civic Center Dr Northbound UT	LT	TH	RT	Civic Center Dr Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	6	1	2	0	32	0	41	4	1	57	12	1	11	57	1	226	0
4:15 PM		0	8	0	2	0	25	0	26	0	0	37	13	0	9	43	4	167	0
4:30 PM		0	4	2	2	0	34	4	43	1	2	51	17	0	19	44	7	230	0
4:45 PM		0	10	1	2	0	35	1	29	3	0	50	15	1	29	49	7	232	855
5:00 PM		**0**	**19**	**3**	**3**	**0**	**53**	**2**	**62**	**2**	**1**	**67**	**14**	**1**	**26**	**55**	**3**	**311**	940
5:15 PM		**0**	**12**	**2**	**2**	**0**	**37**	**3**	**52**	**2**	**0**	**69**	**24**	**0**	**27**	**50**	**6**	**286**	1,059
5:30 PM		**0**	**10**	**0**	**3**	**1**	**43**	**2**	**41**	**0**	**1**	**69**	**23**	**0**	**21**	**43**	**4**	**261**	1,090
5:45 PM		**0**	**2**	**3**	**2**	**0**	**41**	**2**	**47**	**5**	**0**	**45**	**15**	**2**	**45**	**59**	**3**	**271**	**1,129**
Count Total		0	71	12	18	1	300	14	341	17	5	445	133	5	187	400	35	1,984	0
Peak Hour	**All**	**0**	**43**	**8**	**10**	**1**	**174**	**9**	**202**	**9**	**2**	**250**	**76**	**3**	**119**	**207**	**16**	**1,129**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**5**	**0**	**14**	**0**
	HV%	**-**	**0%**	**0%**	**10%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**3%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	1	0	1	*2*	1	1	2	2	*6*	3	3	19	6	*31*
4:15 PM	0	0	2	0	*2*	0	0	0	1	*1*	0	0	12	7	*19*
4:30 PM	1	1	3	3	*8*	0	2	2	0	*4*	2	1	11	7	*21*
4:45 PM	0	0	1	2	*3*	2	3	1	1	*7*	0	1	11	6	*18*
5:00 PM	**0**	**0**	**0**	**2**	***2***	**3**	**2**	**2**	**1**	***8***	**0**	**0**	**21**	**10**	*31*
5:15 PM	**0**	**0**	**2**	**2**	***4***	**0**	**2**	**0**	**0**	***2***	**5**	**4**	**20**	**9**	*38*
5:30 PM	**1**	**0**	**3**	**0**	***4***	**0**	**4**	**0**	**1**	***5***	**2**	**2**	**26**	**10**	*40*
5:45 PM	**0**	**0**	**3**	**1**	***4***	**3**	**6**	**2**	**1**	***12***	**0**	**1**	**28**	**4**	***33***
Count Total	2	2	14	11	*29*	9	20	9	7	*45*	12	12	148	59	*231*
Peak Hour	**1**	**0**	**8**	**5**	***14***	**6**	**14**	**4**	**3**	***27***	**7**	**7**	**95**	**33**	***142***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Bart Way				Bart Way				Civic Center Dr				Civic Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0
4:30 PM	0	0	1	0	0	0	0	1	0	0	3	0	0	1	2	0	8	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	15
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	15
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	17
5:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	13
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	**14**
Count Total	0	0	1	1	0	1	0	1	0	0	13	1	0	1	10	0	29	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**5**	**0**	**14**	**0**

Two-Hour Count Summaries - Bikes

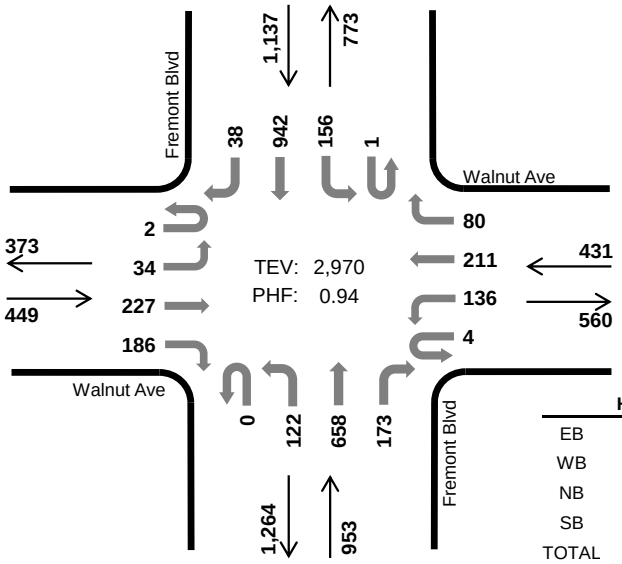
Interval Start	Bart Way			Bart Way			Civic Center Dr			Civic Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	0	0	1	0	0	0	1	1	1	0	1	6	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:30 PM	0	0	0	0	1	1	0	2	0	0	0	0	4	0
4:45 PM	0	2	0	0	2	1	0	0	1	1	0	0	7	18
5:00 PM	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**8**	20
5:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	21
5:30 PM	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	22
5:45 PM	**0**	**3**	**0**	**1**	**0**	**5**	**0**	**1**	**1**	**1**	**0**	**0**	**12**	**27**
Count Total	1	8	0	2	7	11	0	5	4	6	0	1	45	0
Peak Hour	**0**	**6**	**0**	**1**	**4**	**9**	**0**	**2**	**2**	**3**	**0**	**0**	**27**	**0**

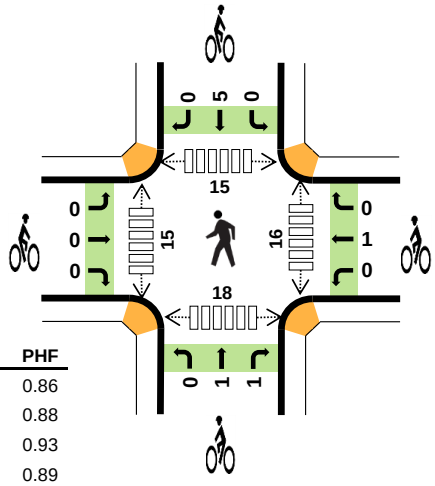
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Walnut Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	2.0%	0.86
WB	4.2%	0.88
NB	1.8%	0.93
SB	2.6%	0.89
TOTAL	2.5%	0.94

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound UT	LT	TH	RT	Walnut Ave Westbound UT	LT	TH	RT	Fremont Blvd Northbound UT	LT	TH	RT	Fremont Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	6	22	29	0	17	14	8	0	16	68	21	0	9	123	2	335	0
7:15 AM		0	7	34	20	2	14	31	13	0	10	87	18	0	15	142	8	401	0
7:30 AM		0	4	47	30	3	24	36	22	0	19	111	31	0	22	200	6	555	0
7:45 AM		0	1	59	51	0	27	47	44	0	22	183	33	0	17	214	7	705	1,996
8:00 AM		**0**	**4**	**44**	**38**	**1**	**39**	**54**	**16**	**0**	**35**	**175**	**45**	**0**	**31**	**202**	**8**	**692**	2,353
8:15 AM		**1**	**10**	**65**	**55**	**1**	**29**	**40**	**21**	**0**	**39**	**175**	**40**	**0**	**37**	**268**	**13**	**794**	2,746
8:30 AM		**1**	**13**	**59**	**47**	**1**	**43**	**60**	**19**	**0**	**23**	**143**	**47**	**0**	**54**	**238**	**10**	**758**	2,949
8:45 AM		**0**	**7**	**59**	**46**	**1**	**25**	**57**	**24**	**0**	**25**	**165**	**41**	**1**	**34**	**234**	**7**	**726**	**2,970**
Count Total		2	52	389	316	9	218	339	167	0	189	1,107	276	1	219	1,621	61	4,966	0
Peak Hour	**All**	**2**	**34**	**227**	**186**	**4**	**136**	**211**	**80**	**0**	**122**	**658**	**173**	**1**	**156**	**942**	**38**	**2,970**	**0**
	HV	**0**	**1**	**7**	**1**	**0**	**7**	**4**	**7**	**0**	**5**	**9**	**3**	**0**	**5**	**24**	**1**	**74**	**0**
	HV%	**0%**	**3%**	**3%**	**1%**	**0%**	**5%**	**2%**	**9%**	**-**	**4%**	**1%**	**2%**	**0%**	**3%**	**3%**	**3%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	2	3	6	7	*18*	0	0	0	0	*0*	3	0	2	1	*6*
7:15 AM	0	4	10	4	*18*	0	1	0	2	*3*	2	1	0	1	*4*
7:30 AM	2	6	3	5	*16*	1	1	2	1	*5*	4	3	5	2	*14*
7:45 AM	0	7	4	6	*17*	0	0	1	0	*1*	2	1	1	1	*5*
8:00 AM	**1**	**6**	**3**	**7**	***17***	**0**	**0**	**1**	**1**	***2***	**4**	**2**	**6**	**0**	*12*
8:15 AM	**0**	**3**	**4**	**8**	***15***	**0**	**0**	**1**	**1**	***2***	**6**	**5**	**3**	**7**	*21*
8:30 AM	**4**	**4**	**7**	**5**	***20***	**0**	**0**	**0**	**1**	***1***	**3**	**7**	**4**	**5**	*19*
8:45 AM	**4**	**5**	**3**	**10**	***22***	**0**	**1**	**0**	**2**	***3***	**3**	**1**	**2**	**6**	***12***
Count Total	13	38	40	52	*143*	1	3	5	8	*17*	27	20	23	23	*93*
Peak Hour	**9**	**18**	**17**	**30**	***74***	**0**	**1**	**2**	**5**	***8***	**16**	**15**	**15**	**18**	***64***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	2	0	1	0	1	3	2	0	1	6	0	18	0
7:15 AM	0	0	0	0	0	0	1	3	0	1	9	0	0	2	2	0	18	0
7:30 AM	0	0	1	1	0	3	2	1	0	1	1	1	0	1	4	0	16	0
7:45 AM	0	0	0	0	0	3	1	3	0	1	2	1	0	1	4	1	17	69
8:00 AM	**0**	**0**	**0**	**1**	**0**	**3**	**2**	**1**	**0**	**1**	**1**	**1**	**0**	**1**	**5**	**1**	**17**	68
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**1**	**0**	**0**	**1**	**7**	**0**	**15**	65
8:30 AM	**0**	**1**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**5**	**2**	**0**	**1**	**4**	**0**	**20**	69
8:45 AM	**0**	**0**	**4**	**0**	**0**	**1**	**1**	**3**	**0**	**1**	**2**	**0**	**0**	**2**	**8**	**0**	**22**	**74**
Count Total	0	1	8	4	0	15	8	15	0	9	24	7	0	10	40	2	143	0
Peak Hour	**0**	**1**	**7**	**1**	**0**	**7**	**4**	**7**	**0**	**5**	**9**	**3**	**0**	**5**	**24**	**1**	**74**	**0**

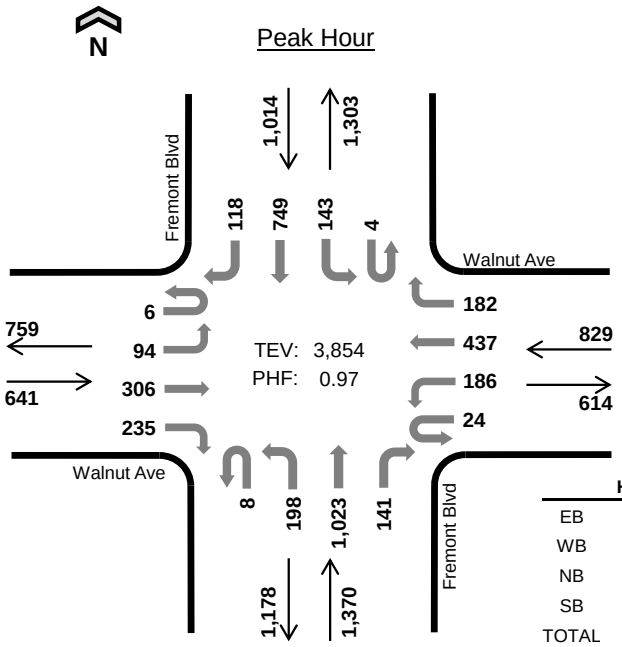
Two-Hour Count Summaries - Bikes

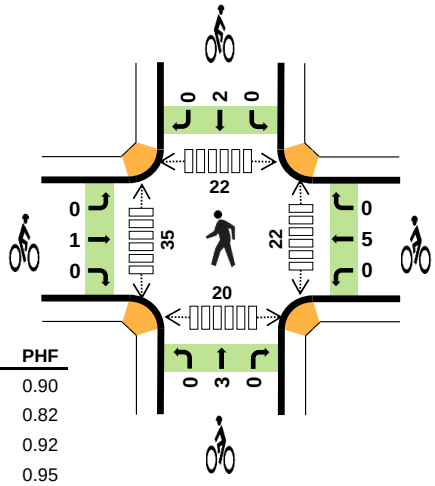
Interval Start	Walnut Ave			Walnut Ave			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	2	0	3	0
7:30 AM	0	1	0	1	0	0	0	1	1	0	1	0	5	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	9
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	10
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
8:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**8**
Count Total	0	1	0	2	1	0	0	3	2	0	8	0	17	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**5**	**0**	**8**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Walnut Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.5%	0.90
WB	1.2%	0.82
NB	1.0%	0.92
SB	1.5%	0.95
TOTAL	1.1%	0.97

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound				Walnut Ave Westbound				Fremont Blvd Northbound				Fremont Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	30	84	47	5	41	108	43	2	44	208	36	1	34	161	21	866	0
4:15 PM		0	28	87	36	8	31	93	43	1	49	207	29	3	30	172	29	846	0
4:30 PM		0	30	71	39	5	42	110	46	1	48	228	37	1	36	156	16	866	0
4:45 PM		**1**	**20**	**79**	**57**	**6**	**40**	**98**	**48**	**2**	**47**	**260**	**41**	**2**	**29**	**189**	**29**	**948**	3,526
5:00 PM		**1**	**21**	**76**	**61**	**3**	**52**	**145**	**52**	**3**	**47**	**222**	**40**	**0**	**38**	**189**	**24**	**974**	3,634
5:15 PM		**2**	**24**	**66**	**55**	**9**	**54**	**92**	**39**	**0**	**46**	**255**	**35**	**0**	**44**	**186**	**36**	**943**	3,731
5:30 PM		**2**	**29**	**85**	**62**	**6**	**40**	**102**	**43**	**3**	**58**	**286**	**25**	**2**	**32**	**185**	**29**	**989**	**3,854**
5:45 PM		0	30	83	40	7	43	128	37	1	48	249	35	0	29	179	28	937	3,843
Count Total		7	212	631	397	49	343	876	351	13	387	1,915	278	9	272	1,417	212	7,369	0
Peak Hour	**All**	**6**	**94**	**306**	**235**	**24**	**186**	**437**	**182**	**8**	**198**	**1,023**	**141**	**4**	**143**	**749**	**118**	**3,854**	**0**
	HV	**0**	**0**	**2**	**1**	**0**	**2**	**4**	**4**	**0**	**2**	**8**	**4**	**0**	**8**	**6**	**1**	**42**	**0**
	HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**1%**	**1%**	**2%**	**0%**	**1%**	**1%**	**3%**	**0%**	**6%**	**1%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	4	4	4	*12*	0	0	1	0	*1*	10	10	8	5	*33*
4:15 PM	1	2	4	4	*11*	0	1	1	1	*3*	20	6	0	20	*46*
4:30 PM	0	2	6	5	*13*	0	1	0	0	*1*	7	8	9	6	*30*
4:45 PM	**1**	**2**	**3**	**3**	***9***	**1**	**1**	**1**	**1**	***4***	**7**	**16**	**8**	**6**	*37*
5:00 PM	**1**	**4**	**6**	**1**	***12***	**0**	**0**	**0**	**1**	***1***	**7**	**9**	**8**	**7**	*31*
5:15 PM	**1**	**2**	**2**	**5**	***10***	**0**	**0**	**1**	**0**	***1***	**4**	**8**	**2**	**5**	*19*
5:30 PM	**0**	**2**	**3**	**6**	***11***	**0**	**4**	**1**	**0**	***5***	**4**	**2**	**4**	**2**	***12***
5:45 PM	2	1	1	2	*6*	0	0	0	0	*0*	2	4	6	7	*19*
Count Total	6	19	29	30	*84*	1	7	5	3	*16*	61	63	45	58	*227*
Peak Hour	**3**	**10**	**14**	**15**	***42***	**1**	**5**	**3**	**2**	***11***	**22**	**35**	**22**	**20**	***99***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	1	2	0	0	1	3	0	2	2	0	12	0
4:15 PM	0	0	1	0	0	0	1	1	0	0	4	0	0	0	4	0	11	0
4:30 PM	0	0	0	0	0	1	1	0	0	0	4	2	0	2	3	0	13	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**2**	**0**	**0**	**2**	**1**	**0**	**9**	45
5:00 PM	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**2**	**0**	**1**	**2**	**3**	**0**	**1**	**0**	**0**	**12**	45
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**3**	**2**	**0**	**10**	44
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**2**	**3**	**1**	**11**	**42**
5:45 PM	0	1	1	0	0	0	0	1	0	0	0	1	0	1	1	0	6	39
Count Total	0	1	4	1	0	4	7	8	0	2	17	10	0	13	16	1	84	0
Peak Hour	**0**	**0**	**2**	**1**	**0**	**2**	**4**	**4**	**0**	**2**	**8**	**4**	**0**	**8**	**6**	**1**	**42**	**0**

Two-Hour Count Summaries - Bikes

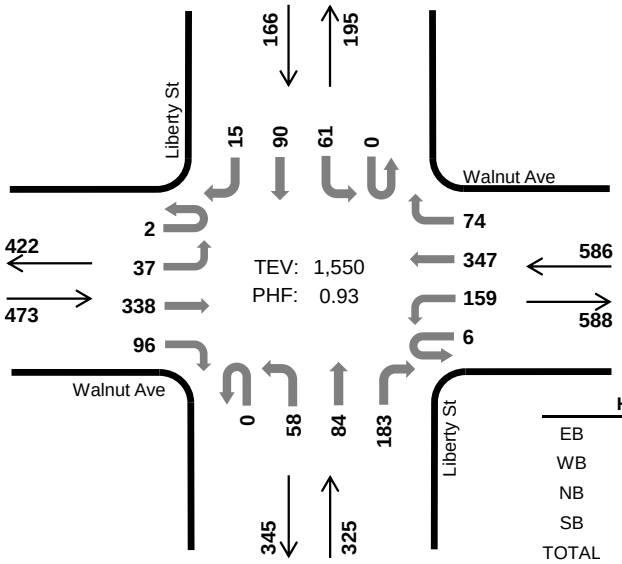
Interval Start	Walnut Ave			Walnut Ave			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	1	0	0	1	0	0	1	0	3	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	9
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	7
5:30 PM	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**11**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Count Total	0	1	0	0	7	0	0	5	0	0	3	0	16	0
Peak Hour	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**11**	**0**

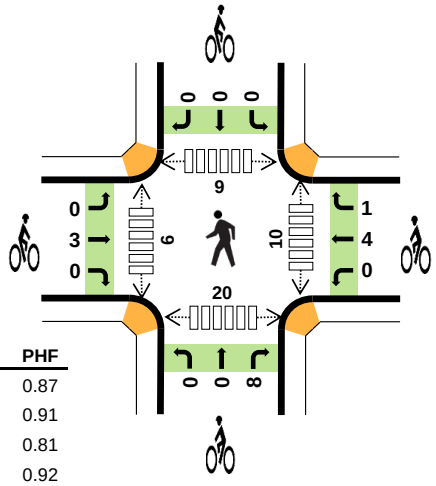
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Liberty St
Walnut Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	3.8%	0.87
WB	2.4%	0.91
NB	0.9%	0.81
SB	1.8%	0.92
TOTAL	2.5%	0.93

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound				Walnut Ave Westbound				Liberty St Northbound				Liberty St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	3	44	8	1	23	41	6	0	2	8	22	0	3	6	0	167	0
7:15 AM		0	2	40	17	1	24	61	7	0	6	9	19	0	4	17	2	209	0
7:30 AM		0	2	63	24	1	26	71	5	0	6	13	30	0	2	12	5	260	0
7:45 AM		2	2	67	30	4	28	91	30	0	21	21	50	0	9	12	7	374	1,010
8:00 AM		**0**	**8**	**75**	**24**	**3**	**43**	**76**	**12**	**0**	**18**	**12**	**39**	**0**	**11**	**26**	**6**	**353**	1,196
8:15 AM		**0**	**13**	**79**	**29**	**1**	**41**	**84**	**11**	**0**	**12**	**18**	**49**	**0**	**24**	**19**	**2**	**382**	1,369
8:30 AM		**2**	**7**	**104**	**23**	**1**	**39**	**96**	**25**	**0**	**13**	**24**	**40**	**0**	**14**	**26**	**2**	**416**	1,525
8:45 AM		**0**	**9**	**80**	**20**	**1**	**36**	**91**	**26**	**0**	**15**	**30**	**55**	**0**	**12**	**19**	**5**	**399**	**1,550**
Count Total		4	46	552	175	13	260	611	122	0	93	135	304	0	79	137	29	2,560	0
Peak Hour	**All**	**2**	**37**	**338**	**96**	**6**	**159**	**347**	**74**	**0**	**58**	**84**	**183**	**0**	**61**	**90**	**15**	**1,550**	**0**
	HV	**1**	**2**	**13**	**2**	**0**	**2**	**12**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**2**	**38**	**0**
	HV%	**50%**	**5%**	**4%**	**2%**	**0%**	**1%**	**3%**	**0%**	**-**	**2%**	**0%**	**1%**	**-**	**2%**	**0%**	**13%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	5	0	0	*7*	2	0	0	0	*2*	1	2	0	0	*3*
7:15 AM	3	3	0	0	*6*	0	1	0	0	*1*	1	4	2	3	*10*
7:30 AM	5	5	2	3	*15*	0	1	2	0	*3*	1	2	4	4	*11*
7:45 AM	2	4	2	1	*9*	1	1	0	0	*2*	2	3	1	6	*12*
8:00 AM	**3**	**5**	**1**	**0**	***9***	**1**	**2**	**3**	**0**	***6***	**2**	**1**	**1**	**1**	*5*
8:15 AM	**2**	**2**	**1**	**2**	***7***	**1**	**1**	**2**	**0**	***4***	**1**	**2**	**2**	**1**	*6*
8:30 AM	**7**	**4**	**0**	**0**	***11***	**1**	**0**	**3**	**0**	***4***	**0**	**1**	**3**	**9**	*13*
8:45 AM	**6**	**3**	**1**	**1**	***11***	**0**	**2**	**0**	**0**	***2***	**7**	**2**	**3**	**9**	***21***
Count Total	30	31	7	7	*75*	6	8	10	0	*24*	15	17	16	33	*81*
Peak Hour	**18**	**14**	**3**	**3**	***38***	**3**	**5**	**8**	**0**	***16***	**10**	**6**	**9**	**20**	***45***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Liberty St				Liberty St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	0	5	0	0	0	5	0	0	0	1	1	0	0	1	2	15	0
7:45 AM	0	0	1	1	0	0	4	0	0	1	0	1	0	0	0	1	9	37
8:00 AM	**0**	**0**	**2**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	39
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**7**	40
8:30 AM	**1**	**1**	**5**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	36
8:45 AM	**0**	**1**	**4**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**38**
Count Total	1	2	23	4	0	2	29	0	0	2	1	4	0	1	1	5	75	0
Peak Hour	**1**	**2**	**13**	**2**	**0**	**2**	**12**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**2**	**38**	**0**

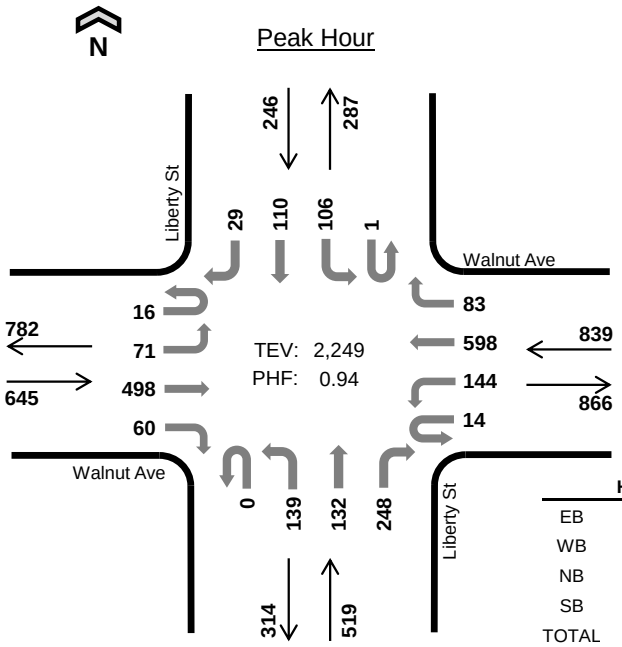
Two-Hour Count Summaries - Bikes

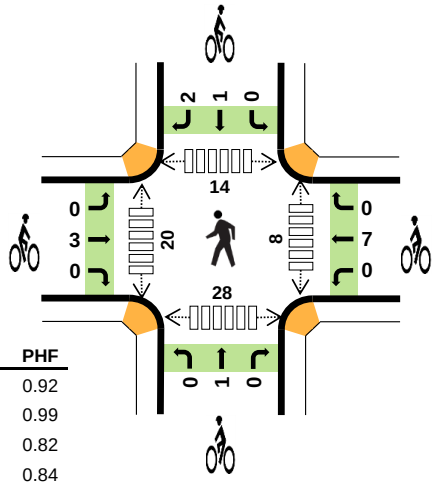
Interval Start	Walnut Ave			Walnut Ave			Liberty St			Liberty St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	1	0	0	1	1	0	0	0	3	0
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	2	8
8:00 AM	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**6**	12
8:15 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	15
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	16
8:45 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**16**
Count Total	0	5	1	0	7	1	0	1	9	0	0	0	24	0
Peak Hour	**0**	**3**	**0**	**0**	**4**	**1**	**0**	**0**	**8**	**0**	**0**	**0**	**16**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Liberty St
Walnut Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	2.2%	0.92
WB	1.4%	0.99
NB	0.4%	0.82
SB	0.4%	0.84
TOTAL	1.3%	0.94

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound				Walnut Ave Westbound				Liberty St Northbound				Liberty St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		2	9	112	14	6	31	123	14	0	30	29	66	0	28	23	10	497	0
4:15 PM		4	11	107	16	1	32	115	12	0	36	30	44	0	16	20	8	452	0
4:30 PM		3	15	118	20	1	39	140	16	0	24	24	56	0	27	24	6	513	0
4:45 PM		**3**	**22**	**125**	**12**	**4**	**38**	**139**	**23**	**0**	**28**	**29**	**59**	**0**	**26**	**20**	**9**	**537**	1,999
5:00 PM		**4**	**16**	**116**	**18**	**2**	**28**	**161**	**21**	**0**	**54**	**42**	**63**	**0**	**35**	**26**	**9**	**595**	2,097
5:15 PM		**4**	**18**	**140**	**14**	**4**	**38**	**158**	**12**	**0**	**22**	**29**	**69**	**1**	**28**	**38**	**6**	**581**	2,226
5:30 PM		**5**	**15**	**117**	**16**	**4**	**40**	**140**	**27**	**0**	**35**	**32**	**57**	**0**	**17**	**26**	**5**	**536**	**2,249**
5:45 PM		1	11	116	17	2	47	154	12	0	17	29	39	0	19	25	9	498	2,210
Count Total		26	117	951	127	24	293	1,130	137	0	246	244	453	1	196	202	62	4,209	0
Peak Hour	**All**	**16**	**71**	**498**	**60**	**14**	**144**	**598**	**83**	**0**	**139**	**132**	**248**	**1**	**106**	**110**	**29**	**2,249**	**0**
	HV	**0**	**3**	**10**	**1**	**0**	**1**	**8**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**29**	**0**
	HV%	**0%**	**4%**	**2%**	**2%**	**0%**	**1%**	**1%**	**4%**	**-**	**0%**	**0%**	**1%**	**0%**	**1%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	4	1	1	*10*	0	0	0	0	*0*	3	5	6	8	*22*
4:15 PM	1	2	1	0	*4*	0	1	1	0	*2*	4	5	5	7	*21*
4:30 PM	4	4	0	0	*8*	0	0	2	2	*4*	6	3	2	10	*21*
4:45 PM	**4**	**1**	**1**	**0**	***6***	**2**	**2**	**0**	**3**	***7***	**1**	**4**	**3**	**4**	*12*
5:00 PM	**3**	**4**	**1**	**0**	***8***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**2**	**8**	*11*
5:15 PM	**2**	**2**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**8**	**4**	**9**	*21*
5:30 PM	**5**	**5**	**0**	**0**	***10***	**0**	**5**	**1**	**0**	***6***	**7**	**7**	**5**	**7**	***26***
5:45 PM	1	1	0	0	*2*	0	2	2	1	*5*	3	10	3	3	*19*
Count Total	24	23	4	2	*53*	3	10	6	6	*25*	24	43	30	56	*153*
Peak Hour	**14**	**12**	**2**	**1**	***29***	**3**	**7**	**1**	**3**	***14***	**8**	**20**	**14**	**28**	***70***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Liberty St				Liberty St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	0	1	0	3	0	0	1	0	0	0	1	0	0	10	0
4:15 PM	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	4	0
4:30 PM	0	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0	8	0
4:45 PM	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	28
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	26
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	27
5:30 PM	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**29**
5:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	25
Count Total	0	3	19	2	1	2	17	3	0	2	0	2	0	2	0	0	53	0
Peak Hour	**0**	**3**	**10**	**1**	**0**	**1**	**8**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**29**	**0**

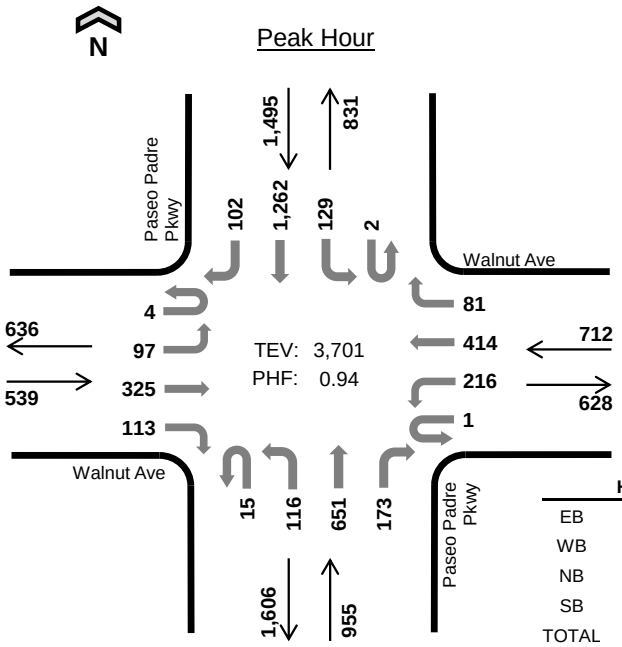
Two-Hour Count Summaries - Bikes

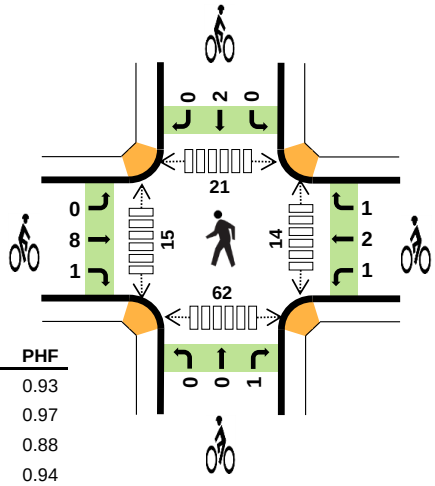
Interval Start	Walnut Ave			Walnut Ave			Liberty St			Liberty St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	4	0
4:45 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**7**	13
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	14
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	12
5:30 PM	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**14**
5:45 PM	0	0	0	0	1	1	0	1	1	0	0	1	5	12
Count Total	0	3	0	0	9	1	1	3	2	2	1	3	25	0
Peak Hour	**0**	**3**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**14**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Walnut Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	2.6%	0.93
WB	2.5%	0.97
NB	1.8%	0.88
SB	1.3%	0.94
TOTAL	1.9%	0.94

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound				Walnut Ave Westbound				Paseo Padre Pkwy Northbound				Paseo Padre Pkwy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	15	39	5	1	45	58	12	0	2	47	43	2	24	168	13	474	0
7:15 AM		0	11	43	9	1	35	69	16	0	11	91	37	1	18	247	17	606	0
7:30 AM		0	27	54	13	1	47	72	26	2	18	129	48	0	20	307	18	782	0
7:45 AM		0	26	60	31	0	47	98	26	3	25	118	51	1	35	312	34	867	2,729
8:00 AM		**1**	**25**	**67**	**29**	**0**	**60**	**101**	**16**	**1**	**18**	**141**	**44**	**2**	**24**	**308**	**25**	**862**	3,117
8:15 AM		**1**	**23**	**83**	**28**	**0**	**55**	**99**	**24**	**2**	**32**	**139**	**38**	**0**	**31**	**318**	**17**	**890**	3,401
8:30 AM		**1**	**23**	**85**	**36**	**0**	**46**	**104**	**24**	**6**	**30**	**181**	**51**	**0**	**37**	**312**	**25**	**961**	3,580
8:45 AM		**1**	**26**	**90**	**20**	**1**	**55**	**110**	**17**	**6**	**36**	**190**	**40**	**0**	**37**	**324**	**35**	**988**	**3,701**
Count Total		4	176	521	171	4	390	711	161	20	172	1,036	352	6	226	2,296	184	6,430	0
Peak Hour	**All**	**4**	**97**	**325**	**113**	**1**	**216**	**414**	**81**	**15**	**116**	**651**	**173**	**2**	**129**	**1,262**	**102**	**3,701**	**0**
	HV	**1**	**0**	**10**	**3**	**0**	**4**	**8**	**6**	**0**	**5**	**8**	**4**	**0**	**6**	**14**	**0**	**69**	**0**
	HV%	**25%**	**0%**	**3%**	**3%**	**0%**	**2%**	**2%**	**7%**	**0%**	**4%**	**1%**	**2%**	**0%**	**5%**	**1%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	10	1	3	*16*	2	1	1	0	*4*	1	3	3	12	*19*
7:15 AM	2	5	6	2	*15*	0	1	0	0	*1*	2	3	4	9	*18*
7:30 AM	6	5	3	7	*21*	1	1	0	0	*2*	0	1	3	11	*15*
7:45 AM	2	7	5	6	*20*	2	0	0	0	*2*	9	6	7	22	*44*
8:00 AM	**3**	**2**	**4**	**4**	***13***	**2**	**2**	**0**	**1**	***5***	**5**	**4**	**2**	**13**	*24*
8:15 AM	**2**	**6**	**1**	**6**	***15***	**3**	**0**	**0**	**0**	***3***	**1**	**4**	**6**	**15**	*26*
8:30 AM	**5**	**7**	**6**	**4**	***22***	**3**	**1**	**0**	**0**	***4***	**5**	**3**	**5**	**19**	*32*
8:45 AM	**4**	**3**	**6**	**6**	***19***	**1**	**1**	**1**	**1**	***4***	**3**	**4**	**8**	**15**	***30***
Count Total	26	45	32	38	*141*	14	7	2	2	*25*	26	28	38	116	*208*
Peak Hour	**14**	**18**	**17**	**20**	***69***	**9**	**4**	**1**	**2**	***16***	**14**	**15**	**21**	**62**	***112***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	5	4	1	0	0	1	0	1	1	1	0	16	0
7:15 AM	0	0	2	0	0	1	3	1	0	0	4	2	0	0	2	0	15	0
7:30 AM	0	2	4	0	0	0	5	0	0	0	2	1	0	1	6	0	21	0
7:45 AM	0	1	1	0	0	1	3	3	0	0	2	3	0	2	3	1	20	72
8:00 AM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**2**	**2**	**0**	**13**	69
8:15 AM	**0**	**0**	**2**	**0**	**0**	**2**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**5**	**0**	**15**	69
8:30 AM	**0**	**0**	**3**	**2**	**0**	**1**	**3**	**3**	**0**	**1**	**1**	**4**	**0**	**1**	**3**	**0**	**22**	70
8:45 AM	**1**	**0**	**3**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**4**	**0**	**0**	**2**	**4**	**0**	**19**	**69**
Count Total	1	3	19	3	0	11	23	11	0	5	17	10	1	10	26	1	141	0
Peak Hour	**1**	**0**	**10**	**3**	**0**	**4**	**8**	**6**	**0**	**5**	**8**	**4**	**0**	**6**	**14**	**0**	**69**	**0**

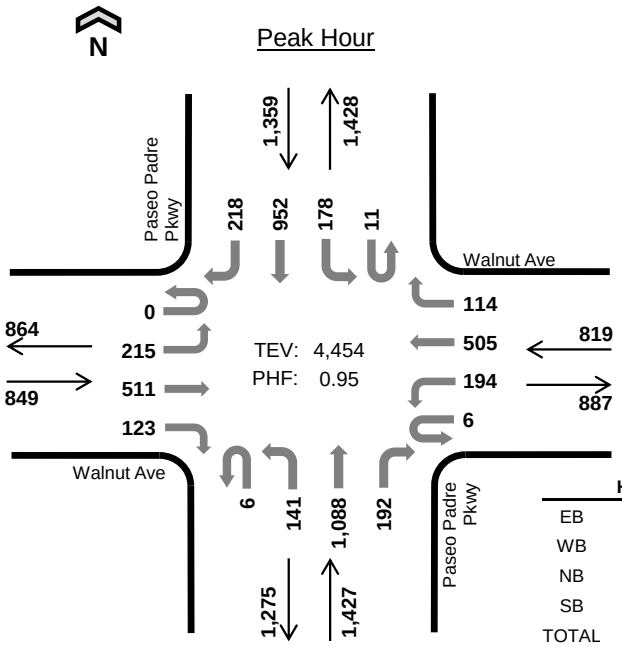
Two-Hour Count Summaries - Bikes

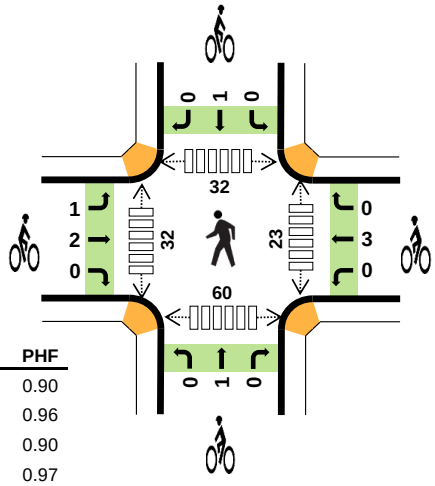
Interval Start	Walnut Ave			Walnut Ave			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	2	0	1	0	0	0	0	1	0	0	0	4	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	9
8:00 AM	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	10
8:15 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	12
8:30 AM	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	14
8:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**4**	**16**
Count Total	0	13	1	3	3	1	0	0	2	0	2	0	25	0
Peak Hour	**0**	**8**	**1**	**1**	**2**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**16**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Walnut Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	1.2%	0.90
WB	1.5%	0.96
NB	0.5%	0.90
SB	0.8%	0.97
TOTAL	0.9%	0.95

Two-Hour Count Summaries

Interval Start	Walnut Ave Eastbound UT	LT	TH	RT	Walnut Ave Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM	0	48	115	33	2	55	90	32	4	28	259	40	6	28	253	55	1,048	0
4:15 PM	0	36	91	39	0	38	72	33	3	29	245	32	4	33	226	52	933	0
4:30 PM	0	58	104	40	2	54	94	32	2	33	252	38	4	31	227	52	1,023	0
4:45 PM	1	52	106	38	1	39	106	37	1	34	275	35	2	36	220	60	1,043	4,047
5:00 PM	**0**	**64**	**137**	**34**	**2**	**47**	**119**	**24**	**1**	**33**	**320**	**44**	**3**	**48**	**239**	**62**	**1,177**	4,176
5:15 PM	**0**	**58**	**138**	**34**	**2**	**55**	**117**	**29**	**0**	**33**	**264**	**57**	**3**	**42**	**243**	**57**	**1,132**	4,375
5:30 PM	**0**	**46**	**129**	**28**	**1**	**56**	**130**	**26**	**3**	**38**	**259**	**53**	**2**	**49**	**221**	**47**	**1,088**	4,440
5:45 PM	**0**	**47**	**107**	**27**	**1**	**36**	**139**	**35**	**2**	**37**	**245**	**38**	**3**	**39**	**249**	**52**	**1,057**	**4,454**
Count Total	1	409	927	273	11	380	867	248	16	265	2,119	337	27	306	1,878	437	8,501	0
Peak Hour All	**0**	**215**	**511**	**123**	**6**	**194**	**505**	**114**	**6**	**141**	**1,088**	**192**	**11**	**178**	**952**	**218**	**4,454**	**0**
Peak Hour HV	**0**	**2**	**8**	**0**	**0**	**3**	**6**	**3**	**0**	**3**	**3**	**1**	**0**	**2**	**6**	**3**	**40**	**0**
Peak Hour HV%	**-**	**1%**	**2%**	**0%**	**0%**	**2%**	**1%**	**3%**	**0%**	**2%**	**0%**	**1%**	**0%**	**1%**	**1%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	6	5	5	2	*18*	0	0	0	2	*2*	9	6	3	12	*30*
4:15 PM	1	5	2	2	*10*	2	0	3	0	*5*	4	0	0	7	*11*
4:30 PM	4	6	3	3	*16*	3	0	0	1	*4*	4	4	8	15	*31*
4:45 PM	1	3	1	1	*6*	2	1	0	1	*4*	5	3	5	7	*20*
5:00 PM	**5**	**5**	**0**	**7**	***17***	**0**	**0**	**0**	**0**	***0***	**8**	**10**	**8**	**22**	*48*
5:15 PM	**2**	**3**	**1**	**1**	***7***	**1**	**0**	**1**	**0**	***2***	**2**	**7**	**7**	**10**	*26*
5:30 PM	**1**	**1**	**4**	**3**	***9***	**1**	**1**	**0**	**0**	***2***	**5**	**9**	**9**	**10**	*33*
5:45 PM	**2**	**3**	**2**	**0**	***7***	**1**	**2**	**0**	**1**	***4***	**8**	**6**	**8**	**18**	***40***
Count Total	22	31	18	19	*90*	10	4	4	5	*23*	45	45	48	101	*239*
Peak Hour	**10**	**12**	**7**	**11**	***40***	**3**	**3**	**1**	**1**	***8***	**23**	**32**	**32**	**60**	***147***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	1	0	1	2	2	0	1	2	2	0	1	1	0	18	0
4:15 PM	0	0	1	0	0	1	2	2	0	0	1	1	0	0	2	0	10	0
4:30 PM	0	0	4	0	0	2	4	0	0	0	2	1	0	0	3	0	16	0
4:45 PM	0	0	1	0	0	1	1	1	0	0	0	1	0	0	0	1	6	50
5:00 PM	**0**	**2**	**3**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**1**	**17**	49
5:15 PM	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	46
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**2**	**9**	39
5:45 PM	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**40**
Count Total	0	2	19	1	0	8	15	8	0	4	8	6	0	3	12	4	90	0
Peak Hour	**0**	**2**	**8**	**0**	**0**	**3**	**6**	**3**	**0**	**3**	**3**	**1**	**0**	**2**	**6**	**3**	**40**	**0**

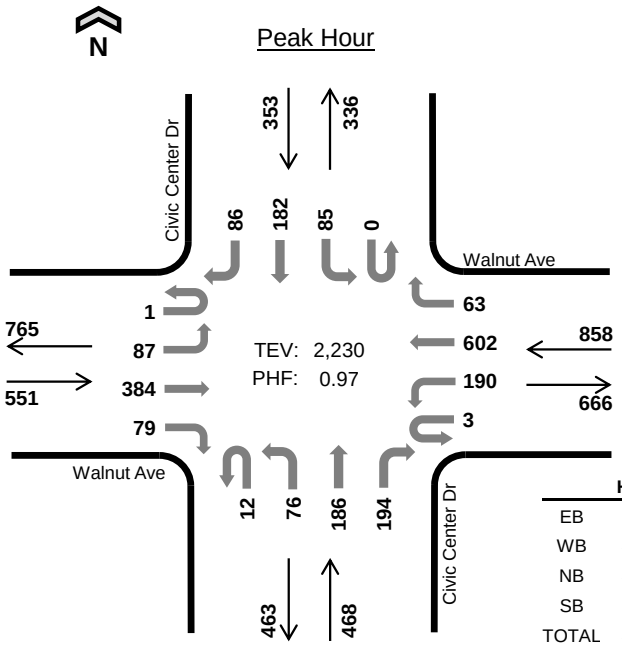
Two-Hour Count Summaries - Bikes

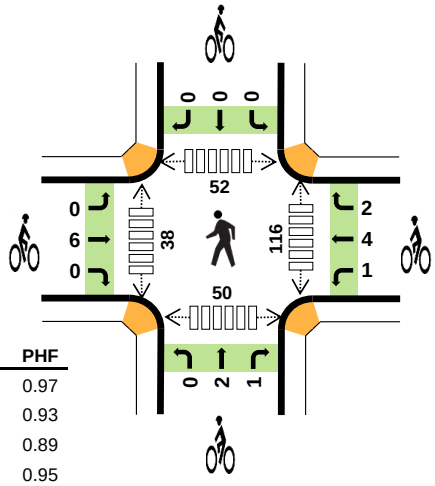
Interval Start	Walnut Ave			Walnut Ave			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	1	1	0	0	0	0	1	2	0	0	0	5	0
4:30 PM	0	3	0	0	0	0	0	0	0	0	1	0	4	0
4:45 PM	0	1	1	0	1	0	0	0	0	0	1	0	4	15
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	13
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	10
5:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
5:45 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**8**
Count Total	1	7	2	0	4	0	0	2	2	0	5	0	23	0
Peak Hour	**1**	**2**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**8**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Civic Center Dr
Walnut Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	3.8%	0.97
WB	4.5%	0.93
NB	4.7%	0.89
SB	3.7%	0.95
TOTAL	4.3%	0.97

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound				Walnut Ave Westbound				Civic Center Dr Northbound				Civic Center Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	13	73	19	0	24	92	14	0	9	32	52	0	6	27	14	375	0
7:15 AM		0	10	58	12	0	24	105	14	1	15	31	35	0	13	31	20	369	0
7:30 AM		0	13	78	21	0	42	114	14	2	17	36	43	1	10	29	15	435	0
7:45 AM		0	20	84	16	0	40	122	22	0	22	45	51	0	20	41	20	503	1,682
8:00 AM		**1**	**18**	**96**	**17**	**0**	**49**	**162**	**19**	**2**	**22**	**44**	**43**	**0**	**26**	**40**	**22**	**561**	1,868
8:15 AM		**0**	**24**	**95**	**16**	**0**	**48**	**147**	**11**	**2**	**13**	**41**	**64**	**0**	**16**	**54**	**21**	**552**	2,051
8:30 AM		**0**	**19**	**97**	**26**	**1**	**52**	**133**	**21**	**4**	**19**	**58**	**50**	**0**	**22**	**51**	**20**	**573**	2,189
8:45 AM		**0**	**26**	**96**	**20**	**2**	**41**	**160**	**12**	**4**	**22**	**43**	**37**	**0**	**21**	**37**	**23**	**544**	**2,230**
Count Total		1	143	677	147	3	320	1,035	127	15	139	330	375	1	134	310	155	3,912	0
Peak Hour	**All**	**1**	**87**	**384**	**79**	**3**	**190**	**602**	**63**	**12**	**76**	**186**	**194**	**0**	**85**	**182**	**86**	**2,230**	**0**
	HV	**0**	**1**	**18**	**2**	**0**	**20**	**16**	**3**	**0**	**3**	**4**	**15**	**0**	**10**	**2**	**1**	**95**	**0**
	HV%	**0%**	**1%**	**5%**	**3%**	**0%**	**11%**	**3%**	**5%**	**0%**	**4%**	**2%**	**8%**	**-**	**12%**	**1%**	**1%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	12	6	2	*24*	2	1	0	0	*3*	20	5	7	11	*43*
7:15 AM	4	11	3	1	*19*	0	4	0	0	*4*	23	2	8	12	*45*
7:30 AM	5	14	5	0	*24*	0	1	0	0	*1*	23	9	12	10	*54*
7:45 AM	5	10	7	3	*25*	0	2	1	0	*3*	30	13	15	12	*70*
8:00 AM	**6**	**11**	**7**	**1**	***25***	**1**	**4**	**1**	**0**	***6***	**30**	**8**	**15**	**11**	*64*
8:15 AM	**4**	**7**	**2**	**4**	***17***	**2**	**2**	**1**	**0**	***5***	**25**	**10**	**13**	**16**	*64*
8:30 AM	**7**	**12**	**8**	**3**	***30***	**0**	**0**	**1**	**0**	***1***	**34**	**16**	**16**	**11**	*77*
8:45 AM	**4**	**9**	**5**	**5**	***23***	**3**	**1**	**0**	**0**	***4***	**27**	**4**	**8**	**12**	***51***
Count Total	39	86	43	19	*187*	8	15	4	0	*27*	212	67	94	95	*468*
Peak Hour	**21**	**39**	**22**	**13**	***95***	**6**	**7**	**3**	**0**	***16***	**116**	**38**	**52**	**50**	***256***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Civic Center Dr				Civic Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	1	0	3	9	0	0	1	0	5	0	2	0	0	24	0
7:15 AM	0	0	3	1	0	4	6	1	0	0	2	1	0	1	0	0	19	0
7:30 AM	0	0	5	0	0	8	5	1	0	0	1	4	0	0	0	0	24	0
7:45 AM	0	0	3	2	0	3	5	2	0	0	1	6	0	2	0	1	25	92
8:00 AM	**0**	**1**	**3**	**2**	**0**	**7**	**4**	**0**	**0**	**3**	**1**	**3**	**0**	**1**	**0**	**0**	**25**	93
8:15 AM	**0**	**0**	**4**	**0**	**0**	**2**	**4**	**1**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**0**	**17**	91
8:30 AM	**0**	**0**	**7**	**0**	**0**	**6**	**5**	**1**	**0**	**0**	**1**	**7**	**0**	**3**	**0**	**0**	**30**	97
8:45 AM	**0**	**0**	**4**	**0**	**0**	**5**	**3**	**1**	**0**	**0**	**2**	**3**	**0**	**2**	**2**	**1**	**23**	**95**
Count Total	0	1	32	6	0	38	41	7	0	4	8	31	0	15	2	2	187	0
Peak Hour	**0**	**1**	**18**	**2**	**0**	**20**	**16**	**3**	**0**	**3**	**4**	**15**	**0**	**10**	**2**	**1**	**95**	**0**

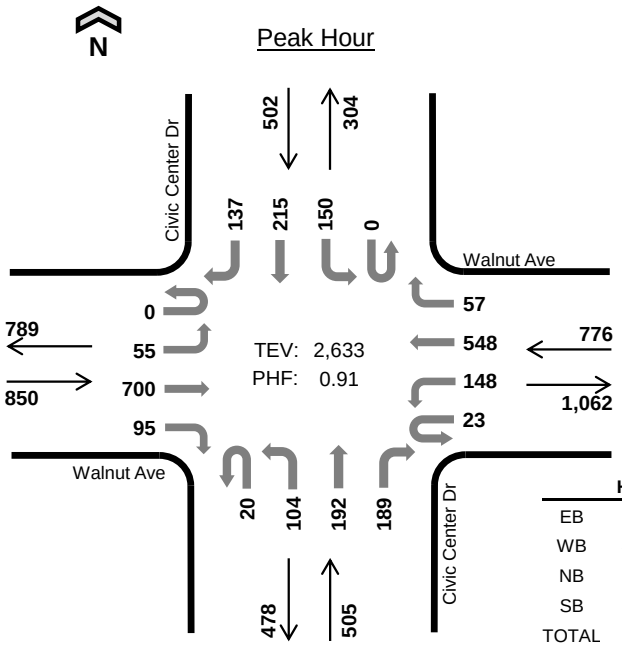
Two-Hour Count Summaries - Bikes

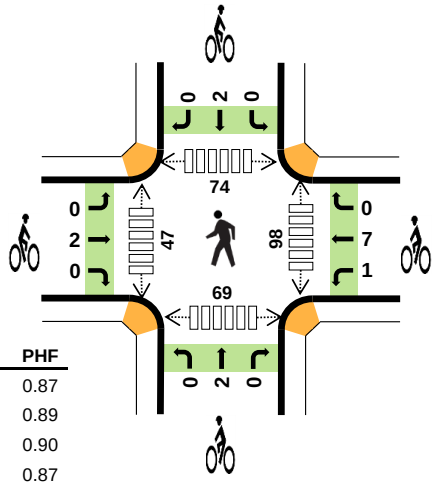
Interval Start	Walnut Ave			Walnut Ave			Civic Center Dr			Civic Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	3	11
8:00 AM	**0**	**1**	**0**	**1**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	14
8:15 AM	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	15
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	15
8:45 AM	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**16**
Count Total	0	8	0	3	10	2	0	2	2	0	0	0	27	0
Peak Hour	**0**	**6**	**0**	**1**	**4**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**16**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Civic Center Dr
Walnut Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	1.4%	0.87
WB	4.6%	0.89
NB	3.2%	0.90
SB	1.2%	0.87
TOTAL	2.7%	0.91

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound UT	LT	TH	RT	Walnut Ave Westbound UT	LT	TH	RT	Civic Center Dr Northbound UT	LT	TH	RT	Civic Center Dr Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	13	139	21	1	17	95	6	4	28	46	39	0	32	73	16	530	0
4:15 PM		1	8	121	14	2	20	97	8	2	26	34	29	0	29	38	19	448	0
4:30 PM		0	11	134	22	4	18	111	20	3	24	33	30	2	27	56	26	521	0
4:45 PM		0	17	121	25	3	29	108	10	2	25	40	32	0	47	47	28	534	2,033
5:00 PM		**0**	**14**	**180**	**22**	**8**	**32**	**114**	**10**	**10**	**27**	**49**	**45**	**0**	**43**	**61**	**41**	**656**	2,159
5:15 PM		**0**	**21**	**169**	**27**	**3**	**40**	**120**	**14**	**3**	**33**	**54**	**40**	**0**	**32**	**44**	**35**	**635**	2,346
5:30 PM		**0**	**10**	**211**	**22**	**9**	**36**	**157**	**14**	**4**	**21**	**56**	**59**	**0**	**41**	**59**	**21**	**720**	2,545
5:45 PM		**0**	**10**	**140**	**24**	**3**	**40**	**157**	**19**	**3**	**23**	**33**	**45**	**0**	**34**	**51**	**40**	**622**	**2,633**
Count Total		1	104	1,215	177	33	232	959	101	31	207	345	319	2	285	429	226	4,666	0
Peak Hour	**All**	**0**	**55**	**700**	**95**	**23**	**148**	**548**	**57**	**20**	**104**	**192**	**189**	**0**	**150**	**215**	**137**	**2,633**	**0**
	HV	**0**	**0**	**12**	**0**	**0**	**17**	**12**	**7**	**0**	**0**	**1**	**15**	**0**	**5**	**1**	**0**	**70**	**0**
	HV%	**-**	**0%**	**2%**	**0%**	**0%**	**11%**	**2%**	**12%**	**0%**	**0%**	**1%**	**8%**	**-**	**3%**	**0%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	6	4	4	3	*17*	1	2	1	1	*5*	6	8	13	10	*37*
4:15 PM	4	8	2	0	*14*	3	1	0	1	*5*	17	15	12	13	*57*
4:30 PM	5	11	4	2	*22*	4	1	0	0	*5*	21	6	12	16	*55*
4:45 PM	2	7	3	3	*15*	0	2	1	1	*4*	17	8	15	12	*52*
5:00 PM	**6**	**8**	**2**	**2**	***18***	**1**	**0**	**1**	**0**	***2***	**26**	**10**	**14**	**20**	*70*
5:15 PM	**0**	**10**	**5**	**2**	***17***	**1**	**3**	**0**	**0**	***4***	**28**	**19**	**19**	**17**	*83*
5:30 PM	**3**	**6**	**5**	**1**	***15***	**0**	**2**	**0**	**1**	***3***	**19**	**8**	**23**	**12**	*62*
5:45 PM	**3**	**12**	**4**	**1**	***20***	**0**	**3**	**1**	**1**	***5***	**25**	**10**	**18**	**20**	***73***
Count Total	29	66	29	14	*138*	10	14	4	5	*33*	159	84	126	120	*489*
Peak Hour	**12**	**36**	**16**	**6**	***70***	**2**	**8**	**2**	**2**	***14***	**98**	**47**	**74**	**69**	***288***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Civic Center Dr				Civic Center Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	1	0	2	2	0	0	0	0	4	0	2	0	1	17	0
4:15 PM	0	0	2	2	0	2	5	1	0	0	1	1	0	0	0	0	14	0
4:30 PM	0	0	5	0	0	2	6	3	0	1	0	3	0	2	0	0	22	0
4:45 PM	0	0	1	1	0	3	3	1	0	0	0	3	0	2	0	1	15	68
5:00 PM	**0**	**0**	**6**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**18**	69
5:15 PM	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**2**	**0**	**0**	**17**	72
5:30 PM	**0**	**0**	**3**	**0**	**0**	**3**	**1**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**1**	**0**	**15**	65
5:45 PM	**0**	**0**	**3**	**0**	**0**	**6**	**3**	**3**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**20**	**70**
Count Total	0	0	25	4	0	26	28	12	0	1	2	26	0	11	1	2	138	0
Peak Hour	**0**	**0**	**12**	**0**	**0**	**17**	**12**	**7**	**0**	**0**	**1**	**15**	**0**	**5**	**1**	**0**	**70**	**0**

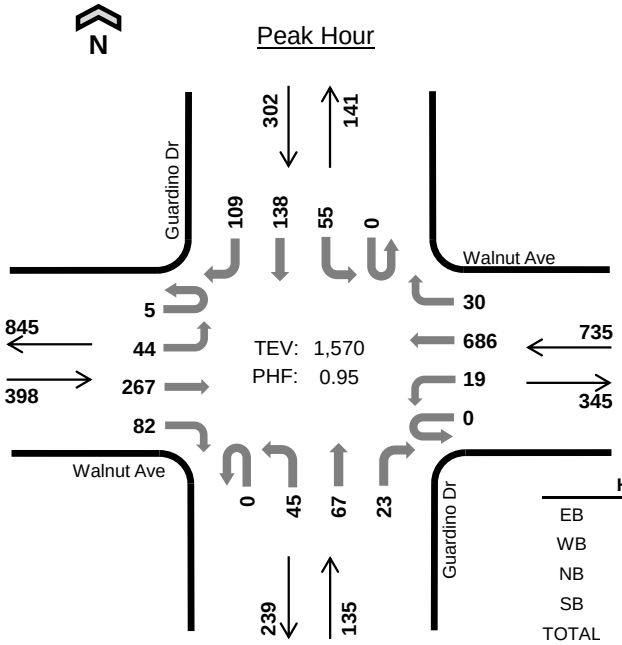
Two-Hour Count Summaries - Bikes

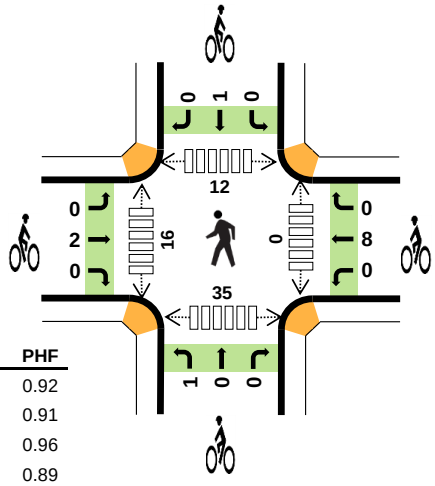
Interval Start	Walnut Ave			Walnut Ave			Civic Center Dr			Civic Center Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	1	0	1	0	1	0	0	1	0	5	0
4:15 PM	0	3	0	0	1	0	0	0	0	0	1	0	5	0
4:30 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	0	0	2	0	0	1	0	0	1	0	4	19
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	16
5:15 PM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	15
5:30 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	13
5:45 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**5**	**14**
Count Total	0	10	0	2	11	1	0	4	0	0	5	0	33	0
Peak Hour	**0**	**2**	**0**	**1**	**7**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**14**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Guardino Dr
Walnut Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	3.0%	0.92
WB	1.4%	0.91
NB	0.7%	0.96
SB	1.0%	0.89
TOTAL	1.7%	0.95

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound				Walnut Ave Westbound				Guardino Dr Northbound				Guardino Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	6	36	6	0	2	117	10	0	16	13	2	0	7	9	9	233	0
7:15 AM		0	8	43	10	0	2	113	7	0	14	4	2	0	5	23	13	244	0
7:30 AM		1	7	44	8	1	1	137	11	0	13	15	1	0	5	21	19	284	0
7:45 AM		1	9	53	17	0	5	177	5	0	14	17	7	0	10	25	16	356	1,117
8:00 AM		**0**	**9**	**70**	**29**	**0**	**3**	**179**	**8**	**0**	**13**	**18**	**4**	**0**	**10**	**47**	**25**	**415**	1,299
8:15 AM		**1**	**11**	**62**	**13**	**0**	**2**	**194**	**6**	**0**	**7**	**16**	**9**	**0**	**24**	**31**	**30**	**406**	1,461
8:30 AM		**3**	**13**	**58**	**22**	**0**	**9**	**143**	**8**	**0**	**12**	**17**	**4**	**0**	**7**	**32**	**33**	**361**	1,538
8:45 AM		**1**	**11**	**77**	**18**	**0**	**5**	**170**	**8**	**0**	**13**	**16**	**6**	**0**	**14**	**28**	**21**	**388**	**1,570**
Count Total		7	74	443	123	1	29	1,230	63	0	102	116	35	0	82	216	166	2,687	0
Peak Hour	**All**	**5**	**44**	**267**	**82**	**0**	**19**	**686**	**30**	**0**	**45**	**67**	**23**	**0**	**55**	**138**	**109**	**1,570**	**0**
	HV	**0**	**1**	**10**	**1**	**0**	**0**	**9**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**26**	**0**
	HV%	**0%**	**2%**	**4%**	**1%**	**-**	**0%**	**1%**	**3%**	**-**	**0%**	**1%**	**0%**	**-**	**4%**	**1%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	5	3	2	*11*	0	0	0	0	*0*	0	1	2	4	*7*
7:15 AM	2	2	0	1	*5*	2	2	1	1	*6*	0	3	1	2	*6*
7:30 AM	2	5	1	1	*9*	1	1	0	0	*2*	0	6	5	12	*23*
7:45 AM	2	2	1	2	*7*	1	2	4	0	*7*	0	14	10	15	*39*
8:00 AM	**2**	**5**	**0**	**2**	***9***	**1**	**2**	**1**	**1**	***5***	**0**	**6**	**4**	**7**	*17*
8:15 AM	**3**	**2**	**1**	**1**	***7***	**1**	**4**	**0**	**0**	***5***	**0**	**1**	**1**	**14**	*16*
8:30 AM	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**7**	**5**	**9**	*21*
8:45 AM	**4**	**3**	**0**	**0**	***7***	**0**	**2**	**0**	**0**	***2***	**0**	**2**	**2**	**5**	***9***
Count Total	19	24	6	9	*58*	6	13	6	2	*27*	0	40	30	68	*138*
Peak Hour	**12**	**10**	**1**	**3**	***26***	**2**	**8**	**1**	**1**	***12***	**0**	**16**	**12**	**35**	***63***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Guardino Dr				Guardino Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	4	1	0	0	3	0	0	1	1	0	11	0
7:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	5	0
7:30 AM	0	1	1	0	0	0	4	1	0	0	1	0	0	1	0	0	9	0
7:45 AM	0	0	2	0	0	0	1	1	0	0	1	0	0	1	0	1	7	32
8:00 AM	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**9**	30
8:15 AM	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**7**	32
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	26
8:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**26**
Count Total	0	2	16	1	0	0	20	4	0	0	6	0	0	6	2	1	58	0
Peak Hour	**0**	**1**	**10**	**1**	**0**	**0**	**9**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**26**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Walnut Ave			Walnut Ave			Guardino Dr			Guardino Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	2	0	1	0	0	0	0	1	6	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:45 AM	0	1	0	0	2	0	3	1	0	0	0	0	7	15
8:00 AM	**0**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	20
8:15 AM	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	19
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	17
8:45 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**
Count Total	0	6	0	0	13	0	5	1	0	0	1	1	27	0
Peak Hour	**0**	**2**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**12**	**0**

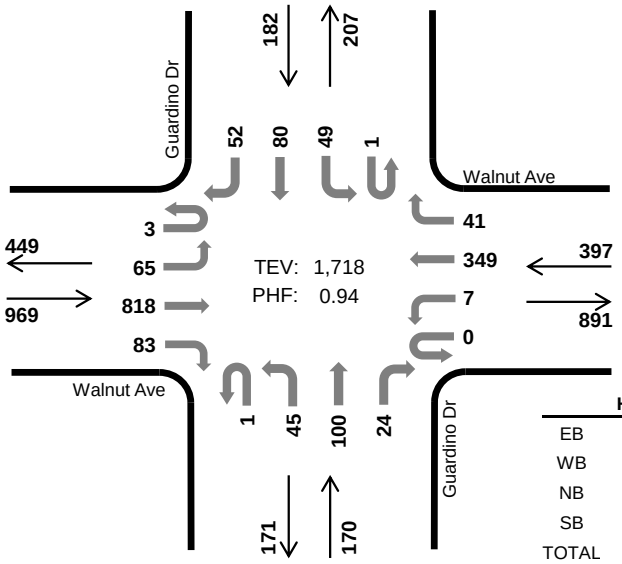
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

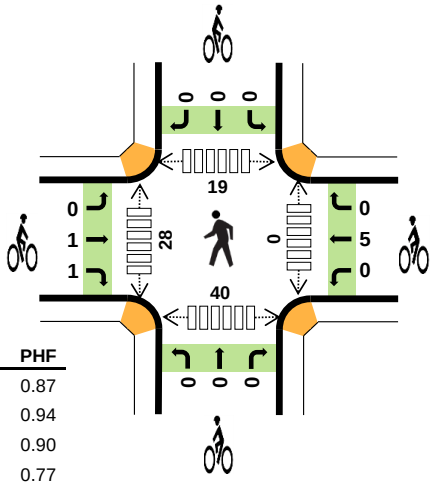
Guardino Dr
Walnut Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour





	HV %:	PHF
EB	0.5%	0.87
WB	1.5%	0.94
NB	1.2%	0.90
SB	0.0%	0.77
TOTAL	0.8%	0.94

Two-Hour Count Summaries

Interval Start		Walnut Ave Eastbound				Walnut Ave Westbound				Guardino Dr Northbound				Guardino Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		3	9	174	9	1	1	83	7	0	7	15	4	0	10	12	11	346	0
4:15 PM		2	14	135	14	0	3	70	8	0	12	7	3	0	16	13	3	300	0
4:30 PM		0	20	144	16	0	3	86	10	0	9	18	6	0	11	7	7	337	0
4:45 PM		1	18	162	10	0	0	82	7	0	8	11	4	0	5	16	7	331	1,314
5:00 PM		**1**	**11**	**221**	**18**	**0**	**2**	**81**	**11**	**1**	**7**	**28**	**11**	**0**	**10**	**18**	**10**	**430**	1,398
5:15 PM		**1**	**22**	**197**	**21**	**0**	**4**	**82**	**9**	**0**	**10**	**23**	**3**	**0**	**14**	**26**	**8**	**420**	1,518
5:30 PM		**0**	**18**	**232**	**27**	**0**	**0**	**91**	**11**	**0**	**13**	**20**	**7**	**0**	**7**	**12**	**18**	**456**	1,637
5:45 PM		**1**	**14**	**168**	**17**	**0**	**1**	**95**	**10**	**0**	**15**	**29**	**3**	**1**	**18**	**24**	**16**	**412**	**1,718**
Count Total		9	126	1,433	132	1	14	670	73	1	81	151	41	1	91	128	80	3,032	0
Peak Hour	**All**	**3**	**65**	**818**	**83**	**0**	**7**	**349**	**41**	**1**	**45**	**100**	**24**	**1**	**49**	**80**	**52**	**1,718**	**0**
	HV	**0**	**0**	**5**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**0**
	HV%	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**2%**	**0%**	**0%**	**2%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	1	2	*9*	0	1	0	2	*3*	0	5	3	4	*12*
4:15 PM	2	4	0	1	*7*	0	0	0	0	*0*	0	4	4	11	*19*
4:30 PM	1	3	1	0	*5*	0	1	0	0	*1*	0	3	2	4	*9*
4:45 PM	2	2	0	0	*4*	5	0	0	1	*6*	0	5	1	5	*11*
5:00 PM	**2**	**3**	**1**	**0**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**8**	**4**	**10**	*22*
5:15 PM	**2**	**0**	**0**	**0**	***2***	**0**	**3**	**0**	**0**	***3***	**0**	**6**	**4**	**12**	*22*
5:30 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**8**	**6**	**5**	*19*
5:45 PM	**1**	**1**	**1**	**0**	***3***	**1**	**2**	**0**	**0**	***3***	**0**	**6**	**5**	**13**	***24***
Count Total	13	18	4	3	*38*	7	7	0	3	*17*	0	45	29	64	*138*
Peak Hour	**5**	**6**	**2**	**0**	***13***	**2**	**5**	**0**	**0**	***7***	**0**	**28**	**19**	**40**	***87***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Walnut Ave				Walnut Ave				Guardino Dr				Guardino Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	3	0	0	0	1	0	0	2	0	0	9	0
4:15 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	7	0
4:30 PM	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	5	0
4:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	25
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	22
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	17
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	14
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**
Count Total	0	0	13	0	0	1	17	0	0	2	2	0	0	2	1	0	38	0
Peak Hour	**0**	**0**	**5**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

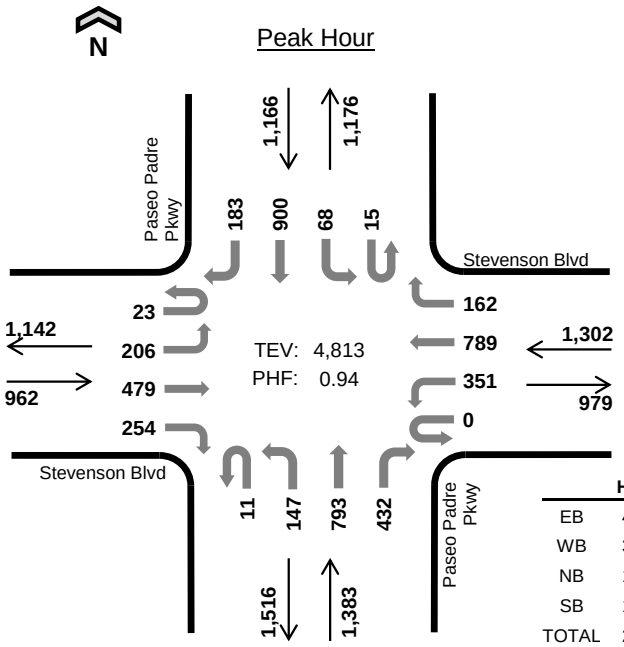
Interval Start	Walnut Ave			Walnut Ave			Guardino Dr			Guardino Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	2	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	5	0	0	0	0	0	0	0	0	1	0	6	10
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	8
5:15 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	11
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10
5:45 PM	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
Count Total	0	6	1	0	7	0	0	0	0	0	1	2	17	0
Peak Hour	**0**	**1**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**

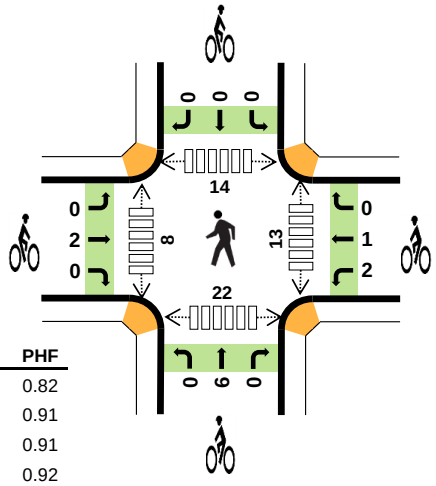
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Stevenson Blvd

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	4.0%	0.82
WB	3.6%	0.91
NB	1.2%	0.91
SB	1.5%	0.92
TOTAL	2.5%	0.94

Two-Hour Count Summaries

Interval Start	Stevenson Blvd Eastbound				Stevenson Blvd Westbound				Paseo Padre Pkwy Northbound				Paseo Padre Pkwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	32	72	9	0	53	145	17	0	16	68	56	3	6	122	34	633	0
7:15 AM	5	37	94	25	0	56	117	31	0	23	104	37	1	7	179	38	754	0
7:30 AM	4	39	75	28	0	59	202	32	1	15	159	61	0	13	180	47	915	0
7:45 AM	**3**	**47**	**117**	**55**	**0**	**82**	**195**	**49**	**0**	**28**	**191**	**100**	**3**	**9**	**256**	**47**	**1,182**	3,484
8:00 AM	**4**	**50**	**115**	**77**	**0**	**104**	**211**	**41**	**3**	**39**	**180**	**111**	**2**	**18**	**204**	**43**	**1,202**	4,053
8:15 AM	**6**	**57**	**144**	**86**	**0**	**77**	**186**	**29**	**2**	**42**	**207**	**128**	**6**	**19**	**243**	**48**	**1,280**	4,579
8:30 AM	**10**	**52**	**103**	**36**	**0**	**88**	**197**	**43**	**6**	**38**	**215**	**93**	**4**	**22**	**197**	**45**	**1,149**	**4,813**
8:45 AM	3	57	97	36	1	62	147	53	1	36	202	78	3	27	212	37	1,052	4,683
Count Total	35	371	817	352	1	581	1,400	295	13	237	1,326	664	22	121	1,593	339	8,167	0
Peak Hour All	**23**	**206**	**479**	**254**	**0**	**351**	**789**	**162**	**11**	**147**	**793**	**432**	**15**	**68**	**900**	**183**	**4,813**	**0**
Peak Hour HV	**0**	**6**	**31**	**1**	**0**	**4**	**42**	**1**	**0**	**1**	**7**	**8**	**0**	**1**	**15**	**1**	**118**	**0**
Peak Hour HV%	**0%**	**3%**	**6%**	**0%**	**-**	**1%**	**5%**	**1%**	**0%**	**1%**	**1%**	**2%**	**0%**	**1%**	**2%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	10	7	2	8	*27*	0	0	1	3	*4*	2	2	4	3	*11*
7:15 AM	11	8	5	3	*27*	0	3	0	0	*3*	0	1	3	0	*4*
7:30 AM	9	12	2	5	*28*	0	1	0	0	*1*	3	2	3	2	*10*
7:45 AM	**11**	**8**	**3**	**4**	***26***	**0**	**0**	**1**	**0**	***1***	**2**	**5**	**5**	**0**	*12*
8:00 AM	**9**	**12**	**8**	**2**	***31***	**2**	**2**	**3**	**0**	***7***	**1**	**0**	**2**	**6**	*9*
8:15 AM	**11**	**15**	**3**	**6**	***35***	**0**	**1**	**2**	**0**	***3***	**8**	**1**	**4**	**12**	*25*
8:30 AM	**7**	**12**	**2**	**5**	***26***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**3**	**4**	***11***
8:45 AM	7	9	6	2	*24*	0	1	0	0	*1*	6	1	4	2	*13*
Count Total	75	83	31	35	*224*	2	8	7	3	*20*	24	14	28	29	*95*
Peak Hour	**38**	**47**	**16**	**17**	***118***	**2**	**3**	**6**	**0**	***11***	**13**	**8**	**14**	**22**	***57***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Stevenson Blvd				Stevenson Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	8	0	0	1	6	0	0	0	0	2	0	0	7	1	27	0
7:15 AM	1	2	6	2	0	1	7	0	0	1	4	0	0	0	3	0	27	0
7:30 AM	0	2	7	0	0	2	10	0	0	0	2	0	0	1	2	2	28	0
7:45 AM	**0**	**2**	**9**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**3**	**0**	**26**	108
8:00 AM	**0**	**3**	**5**	**1**	**0**	**2**	**10**	**0**	**0**	**1**	**2**	**5**	**0**	**0**	**2**	**0**	**31**	112
8:15 AM	**0**	**0**	**11**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**5**	**1**	**35**	120
8:30 AM	**0**	**1**	**6**	**0**	**0**	**2**	**10**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**26**	**118**
8:45 AM	0	1	5	1	0	1	8	0	0	0	4	2	0	0	2	0	24	116
Count Total	1	13	57	4	0	9	73	1	0	2	17	12	0	2	29	4	224	0
Peak Hour	**0**	**6**	**31**	**1**	**0**	**4**	**42**	**1**	**0**	**1**	**7**	**8**	**0**	**1**	**15**	**1**	**118**	**0**

Two-Hour Count Summaries - Bikes

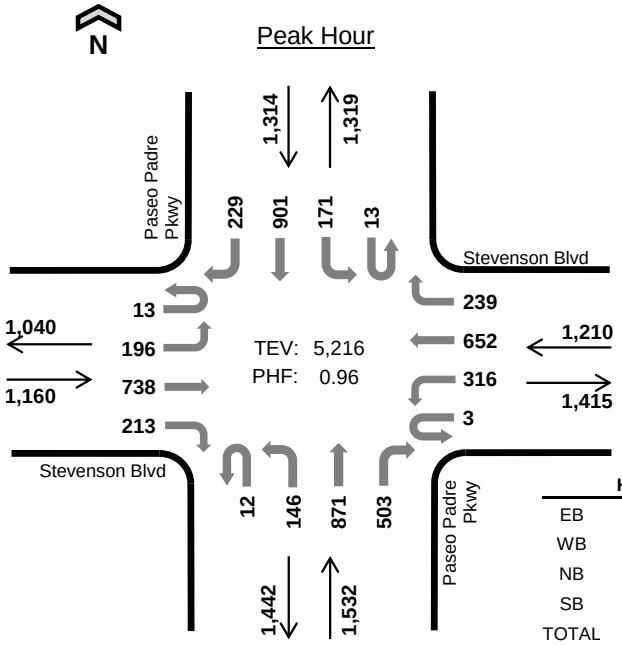
Interval Start	Stevenson Blvd			Stevenson Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0
7:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	9
8:00 AM	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**7**	12
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	12
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	11
Count Total	0	2	0	2	6	0	0	7	0	0	3	0	20	0
Peak Hour	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**11**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

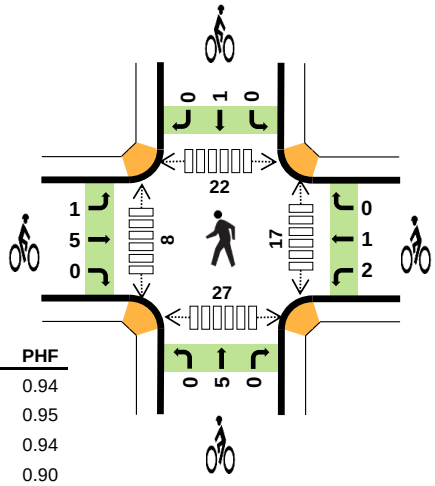
Paseo Padre Pkwy
Stevenson Blvd

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	1.6%	0.94
WB	2.6%	0.95
NB	0.5%	0.94
SB	0.4%	0.90
TOTAL	1.2%	0.96



Two-Hour Count Summaries

Interval Start		Stevenson Blvd Eastbound UT	LT	TH	RT	Stevenson Blvd Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		6	45	148	58	3	67	116	53	3	19	220	103	9	43	214	56	1,163	0
4:15 PM		3	50	167	51	0	63	104	47	1	29	201	85	11	37	192	52	1,093	0
4:30 PM		3	48	184	54	1	69	113	44	1	27	200	98	6	47	223	65	1,183	0
4:45 PM		3	50	168	38	0	82	127	48	2	32	222	92	7	47	192	50	1,160	4,599
5:00 PM		**2**	**44**	**182**	**56**	**0**	**80**	**157**	**74**	**1**	**38**	**216**	**110**	**8**	**52**	**208**	**59**	**1,287**	4,723
5:15 PM		**5**	**50**	**193**	**58**	**0**	**71**	**158**	**50**	**3**	**38**	**237**	**130**	**4**	**39**	**264**	**58**	**1,358**	4,988
5:30 PM		**4**	**52**	**196**	**55**	**0**	**79**	**176**	**65**	**2**	**36**	**208**	**125**	**1**	**47**	**227**	**63**	**1,336**	5,141
5:45 PM		**2**	**50**	**167**	**44**	**3**	**86**	**161**	**50**	**6**	**34**	**210**	**138**	**0**	**33**	**202**	**49**	**1,235**	**5,216**
Count Total		28	389	1,405	414	7	597	1,112	431	19	253	1,714	881	46	345	1,722	452	9,815	0
Peak Hour	**All**	**13**	**196**	**738**	**213**	**3**	**316**	**652**	**239**	**12**	**146**	**871**	**503**	**13**	**171**	**901**	**229**	**5,216**	**0**
	HV	**0**	**3**	**16**	**0**	**0**	**2**	**29**	**1**	**0**	**0**	**5**	**2**	**0**	**1**	**2**	**2**	**63**	**0**
	HV%	**0%**	**2%**	**2%**	**0%**	**0%**	**1%**	**4%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**1%**	**0%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	5	11	4	5	*25*	0	0	1	2	*3*	4	5	7	1	*17*
4:15 PM	4	5	4	2	*15*	1	1	1	0	*3*	6	2	2	2	*12*
4:30 PM	7	10	2	4	*23*	2	0	2	0	*4*	5	3	4	2	*14*
4:45 PM	7	7	5	3	*22*	1	0	2	1	*4*	2	4	0	7	*13*
5:00 PM	**5**	**6**	**2**	**3**	***16***	**3**	**0**	**0**	**1**	***4***	**5**	**0**	**9**	**4**	*18*
5:15 PM	**4**	**6**	**1**	**1**	***12***	**1**	**0**	**4**	**0**	***5***	**3**	**1**	**3**	**6**	*13*
5:30 PM	**5**	**10**	**2**	**1**	***18***	**1**	**2**	**1**	**0**	***4***	**7**	**2**	**4**	**9**	*22*
5:45 PM	**5**	**10**	**2**	**0**	***17***	**1**	**1**	**0**	**0**	***2***	**2**	**5**	**6**	**8**	***21***
Count Total	42	65	22	19	*148*	10	4	11	4	*29*	34	22	35	39	*130*
Peak Hour	**19**	**32**	**7**	**5**	***63***	**6**	**3**	**5**	**1**	***15***	**17**	**8**	**22**	**27**	***74***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Stevenson Blvd				Stevenson Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	1	0	2	8	1	0	0	3	1	0	2	3	0	25	0
4:15 PM	0	0	4	0	0	2	3	0	0	2	2	0	0	1	1	0	15	0
4:30 PM	0	3	4	0	0	1	9	0	0	0	0	2	0	0	2	2	23	0
4:45 PM	0	1	6	0	0	1	6	0	0	1	3	1	0	0	3	0	22	85
5:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**16**	76
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**12**	73
5:30 PM	**0**	**2**	**3**	**0**	**0**	**1**	**8**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**18**	68
5:45 PM	**0**	**1**	**4**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**17**	**63**
Count Total	0	7	34	1	0	8	55	2	0	3	13	6	0	4	11	4	148	0
Peak Hour	**0**	**3**	**16**	**0**	**0**	**2**	**29**	**1**	**0**	**0**	**5**	**2**	**0**	**1**	**2**	**2**	**63**	**0**

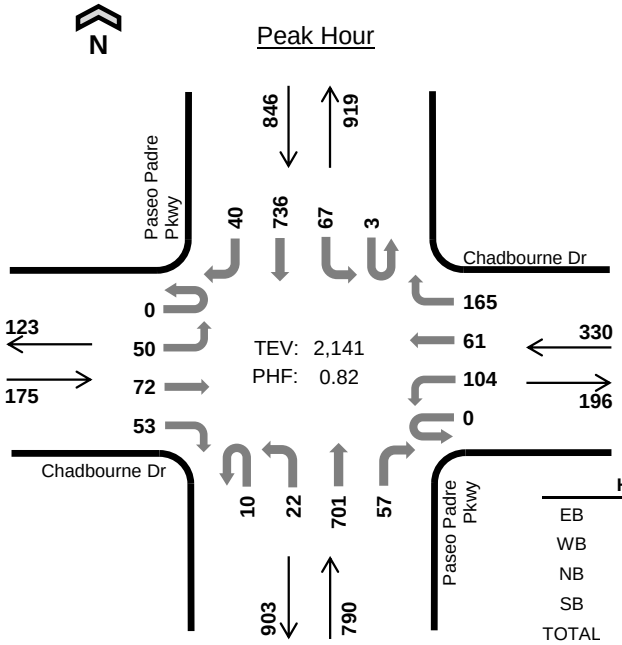
Two-Hour Count Summaries - Bikes

Interval Start	Stevenson Blvd			Stevenson Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:15 PM	1	0	0	1	0	0	0	1	0	0	0	0	3	0
4:30 PM	1	1	0	0	0	0	0	2	0	0	0	0	4	0
4:45 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	14
5:00 PM	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	15
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**5**	17
5:30 PM	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	17
5:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**15**
Count Total	3	7	0	3	1	0	0	11	0	0	4	0	29	0
Peak Hour	**1**	**5**	**0**	**2**	**1**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**15**	**0**

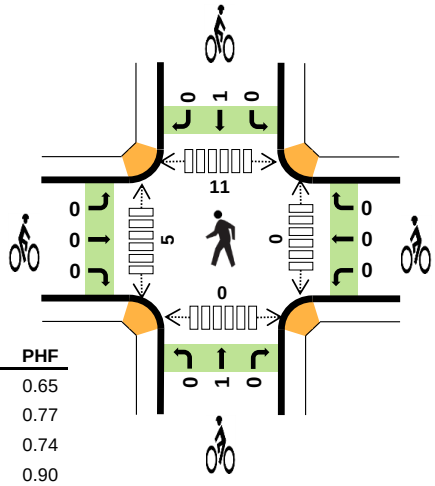
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Chadbourne Dr

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.6%	0.65
WB	0.9%	0.77
NB	0.9%	0.74
SB	1.4%	0.90
TOTAL	1.1%	0.82



Two-Hour Count Summaries

Interval Start		Chadbourne Dr Eastbound UT	LT	TH	RT	Chadbourne Dr Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	5	2	2	0	1	5	1	0	1	66	0	2	6	78	3	172	0
7:15 AM		0	3	0	5	0	0	0	3	0	0	76	2	0	3	114	3	209	0
7:30 AM		**0**	**6**	**23**	**10**	**0**	**3**	**4**	**16**	**0**	**1**	**113**	**7**	**0**	**11**	**155**	**2**	**351**	0
7:45 AM		**0**	**12**	**33**	**22**	**0**	**23**	**33**	**51**	**7**	**7**	**220**	**12**	**0**	**15**	**213**	**6**	**654**	1,386
8:00 AM		**0**	**15**	**13**	**6**	**0**	**33**	**18**	**43**	**3**	**11**	**223**	**30**	**0**	**27**	**190**	**15**	**627**	1,841
8:15 AM		**0**	**17**	**3**	**15**	**0**	**45**	**6**	**55**	**0**	**3**	**145**	**8**	**3**	**14**	**178**	**17**	**509**	**2,141**
8:30 AM		0	16	1	5	0	21	2	18	1	0	125	1	1	2	144	6	343	2,133
8:45 AM		0	6	0	1	0	5	3	9	1	0	113	0	1	2	156	6	303	1,782
Count Total		0	80	75	66	0	131	71	196	12	23	1,081	60	7	80	1,228	58	3,168	0
Peak Hour	**All**	**0**	**50**	**72**	**53**	**0**	**104**	**61**	**165**	**10**	**22**	**701**	**57**	**3**	**67**	**736**	**40**	**2,141**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**11**	**1**	**23**	**0**
	HV%	**-**	**0%**	**0%**	**2%**	**-**	**3%**	**0%**	**0%**	**0%**	**0%**	**1%**	**4%**	**0%**	**0%**	**1%**	**3%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	0	3	*3*	0	0	0	0	*0*	0	1	0	0	*1*
7:15 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	2	0	*2*
7:30 AM	**0**	**0**	**0**	**4**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**5**	**0**	*6*
7:45 AM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**0**	*5*
8:00 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**1**	**0**	***1***	**0**	**3**	**1**	**0**	*4*
8:15 AM	**1**	**3**	**2**	**4**	***10***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	***1***
8:30 AM	0	0	3	3	*6*	0	0	0	0	*0*	2	0	0	0	*2*
8:45 AM	0	1	3	1	*5*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	1	4	14	20	*39*	0	0	1	1	*2*	3	6	13	0	*22*
Peak Hour	**1**	**3**	**7**	**12**	***23***	**0**	**0**	**1**	**1**	***2***	**0**	**5**	**11**	**0**	***16***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Chadbourne Dr				Chadbourne Dr				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**4**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**4**	13
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	15
8:15 AM	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**10**	**23**
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	25
8:45 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	5	26
Count Total	0	0	0	1	0	3	1	0	0	0	12	2	0	0	19	1	39	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**11**	**1**	**23**	**0**

Two-Hour Count Summaries - Bikes

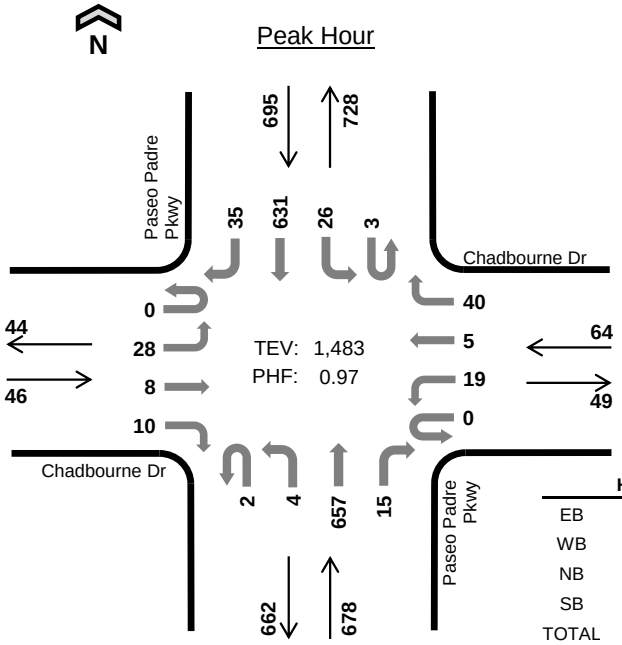
Interval Start	Chadbourne Dr			Chadbourne Dr			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	1	0	0	1	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**0**

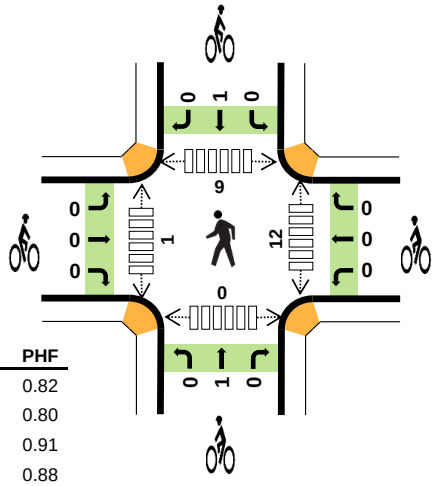
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Chadbourne Dr

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	2.2%	0.82
WB	0.0%	0.80
NB	0.3%	0.91
SB	0.4%	0.88
TOTAL	0.4%	0.97

Two-Hour Count Summaries

Interval Start		Chadbourne Dr Eastbound UT	LT	TH	RT	Chadbourne Dr Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	7	4	4	0	5	5	14	1	1	123	1	1	4	127	8	305	0
4:15 PM		0	5	1	2	0	3	3	11	3	2	127	2	1	7	123	5	295	0
4:30 PM		0	9	1	3	0	1	1	9	0	0	153	4	2	2	140	9	334	0
4:45 PM		0	6	1	3	0	5	0	11	0	0	178	3	1	4	138	14	364	1,298
5:00 PM		**0**	**6**	**2**	**2**	**0**	**6**	**3**	**11**	**1**	**2**	**181**	**2**	**0**	**4**	**146**	**7**	**373**	1,366
5:15 PM		**0**	**6**	**1**	**1**	**0**	**2**	**0**	**11**	**0**	**0**	**170**	**1**	**2**	**8**	**164**	**15**	**381**	1,452
5:30 PM		**0**	**7**	**2**	**5**	**0**	**6**	**1**	**7**	**0**	**1**	**162**	**5**	**0**	**7**	**141**	**4**	**348**	1,466
5:45 PM		**0**	**9**	**3**	**2**	**0**	**5**	**1**	**11**	**1**	**1**	**144**	**7**	**1**	**7**	**180**	**9**	**381**	**1,483**
Count Total		0	55	15	22	0	33	14	85	6	7	1,238	25	8	43	1,159	71	2,781	0
Peak Hour	**All**	**0**	**28**	**8**	**10**	**0**	**19**	**5**	**40**	**2**	**4**	**657**	**15**	**3**	**26**	**631**	**35**	**1,483**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**6**	**0**
	HV%	**-**	**0%**	**0%**	**10%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**3%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	0	1	1	0	*2*	0	0	0	2	*2*	0	0	3	0	*3*
4:30 PM	2	0	2	3	*7*	0	0	0	0	*0*	1	3	5	0	*9*
4:45 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	1	5	0	*6*
5:00 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**1**	**0**	***1***	**1**	**1**	**5**	**0**	*7*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**3**	**0**	*8*
5:30 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**0**	**0**	*2*
5:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**1**	**0**	***5***
Count Total	3	1	8	8	*20*	0	0	1	3	*4*	13	5	23	0	*41*
Peak Hour	**1**	**0**	**2**	**3**	***6***	**0**	**0**	**1**	**1**	***2***	**12**	**1**	**9**	**0**	***22***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Chadbourne Dr				Chadbourne Dr				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	1	7	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	14
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	14
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	13
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	8
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**
Count Total	0	0	0	3	0	0	0	1	0	0	8	0	0	0	6	2	20	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**6**	**0**

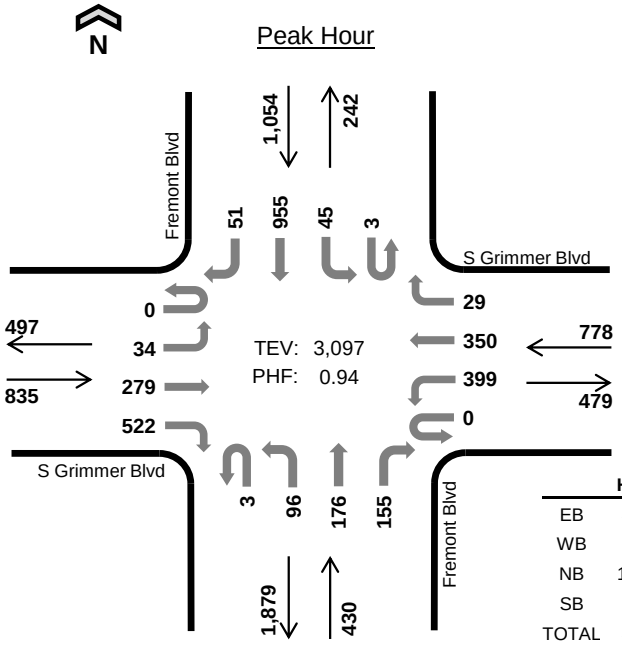
Two-Hour Count Summaries - Bikes

Interval Start	Chadbourne Dr			Chadbourne Dr			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	0	0	0	0	0	1	0	0	3	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**0**

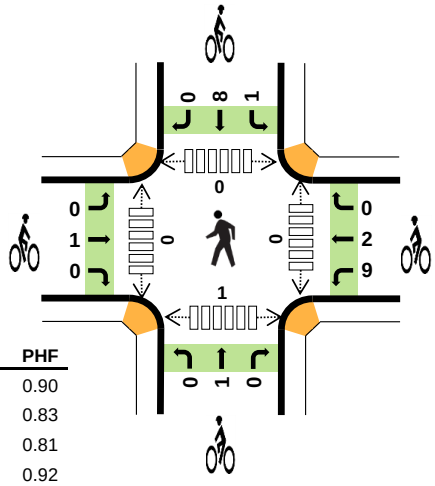
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
S Grimmer Blvd

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	4.0%	0.90
WB	6.6%	0.83
NB	10.5%	0.81
SB	1.9%	0.92
TOTAL	4.8%	0.94



Two-Hour Count Summaries

Interval Start		S Grimmer Blvd Eastbound UT	LT	TH	RT	S Grimmer Blvd Westbound UT	LT	TH	RT	Fremont Blvd Northbound UT	LT	TH	RT	Fremont Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	7	34	43	0	42	30	7	0	21	62	29	0	3	152	18	448	0
7:15 AM		0	4	44	45	2	59	53	13	0	23	38	39	0	5	172	17	514	0
7:30 AM		0	9	50	88	0	43	105	19	0	25	84	47	0	8	212	10	700	0
7:45 AM		0	15	98	105	2	72	92	15	1	33	56	50	1	15	177	21	753	2,415
8:00 AM		**0**	**9**	**87**	**89**	**0**	**92**	**81**	**8**	**0**	**21**	**51**	**37**	**1**	**18**	**231**	**14**	**739**	2,706
8:15 AM		**0**	**11**	**67**	**127**	**0**	**97**	**81**	**11**	**1**	**24**	**35**	**35**	**1**	**12**	**228**	**13**	**743**	2,935
8:30 AM		**0**	**4**	**60**	**150**	**0**	**121**	**107**	**5**	**2**	**20**	**39**	**32**	**0**	**7**	**269**	**11**	**827**	3,062
8:45 AM		**0**	**10**	**65**	**156**	**0**	**89**	**81**	**5**	**0**	**31**	**51**	**51**	**1**	**8**	**227**	**13**	**788**	**3,097**
Count Total		0	69	505	803	4	615	630	83	4	198	416	320	4	76	1,668	117	5,512	0
Peak Hour	**All**	**0**	**34**	**279**	**522**	**0**	**399**	**350**	**29**	**3**	**96**	**176**	**155**	**3**	**45**	**955**	**51**	**3,097**	**0**
	HV	**0**	**4**	**13**	**16**	**0**	**22**	**27**	**2**	**0**	**14**	**11**	**20**	**0**	**3**	**14**	**3**	**149**	**0**
	HV%	**-**	**12%**	**5%**	**3%**	**-**	**6%**	**8%**	**7%**	**0%**	**15%**	**6%**	**13%**	**0%**	**7%**	**1%**	**6%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	5	8	6	2	*21*	1	1	0	5	*7*	0	1	1	0	*2*
7:15 AM	15	6	12	2	*35*	0	6	0	2	*8*	0	0	0	0	*0*
7:30 AM	10	10	12	1	*33*	0	1	2	2	*5*	0	0	1	0	*1*
7:45 AM	9	10	9	7	*35*	0	3	0	2	*5*	0	1	0	0	*1*
8:00 AM	**5**	**10**	**10**	**6**	***31***	**0**	**1**	**0**	**3**	***4***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**7**	**14**	**7**	**5**	***33***	**0**	**4**	**1**	**2**	***7***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**10**	**9**	**10**	**4**	***33***	**1**	**2**	**0**	**3**	***6***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**11**	**18**	**18**	**5**	***52***	**0**	**4**	**0**	**1**	***5***	**0**	**0**	**0**	**1**	***1***
Count Total	72	85	84	32	*273*	2	22	3	20	*47*	0	2	2	1	*5*
Peak Hour	**33**	**51**	**45**	**20**	***149***	**1**	**11**	**1**	**9**	***22***	**0**	**0**	**0**	**1**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S Grimmer Blvd				S Grimmer Blvd				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	2	1	0	4	4	0	0	2	2	2	0	0	2	0	21	0
7:15 AM	0	2	5	8	1	5	0	0	0	6	1	5	0	1	1	0	35	0
7:30 AM	0	1	6	3	0	3	5	2	0	4	3	5	0	0	1	0	33	0
7:45 AM	0	0	2	7	1	6	3	0	0	5	1	3	0	0	3	4	35	124
8:00 AM	**0**	**1**	**2**	**2**	**0**	**6**	**4**	**0**	**0**	**0**	**4**	**6**	**0**	**1**	**4**	**1**	**31**	134
8:15 AM	**0**	**2**	**2**	**3**	**0**	**6**	**7**	**1**	**0**	**2**	**2**	**3**	**0**	**1**	**3**	**1**	**33**	132
8:30 AM	**0**	**1**	**6**	**3**	**0**	**1**	**7**	**1**	**0**	**5**	**1**	**4**	**0**	**0**	**4**	**0**	**33**	132
8:45 AM	**0**	**0**	**3**	**8**	**0**	**9**	**9**	**0**	**0**	**7**	**4**	**7**	**0**	**1**	**3**	**1**	**52**	**149**
Count Total	0	9	28	35	2	40	39	4	0	31	18	35	0	4	21	7	273	0
Peak Hour	**0**	**4**	**13**	**16**	**0**	**22**	**27**	**2**	**0**	**14**	**11**	**20**	**0**	**3**	**14**	**3**	**149**	**0**

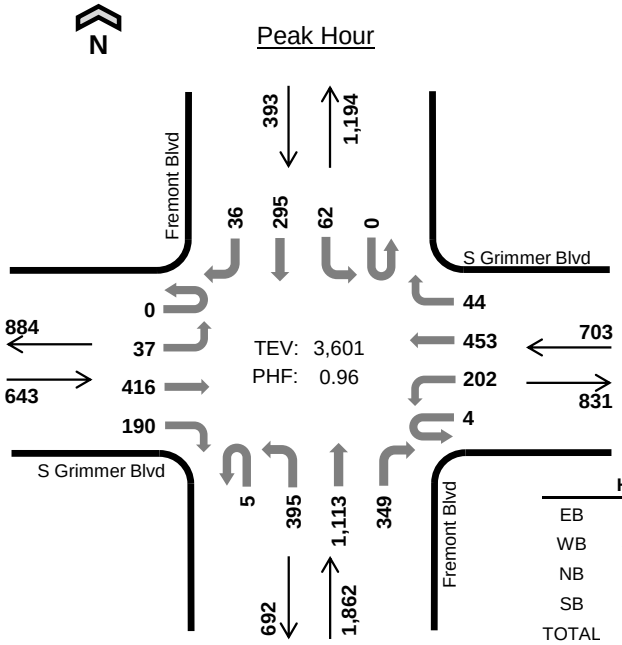
Two-Hour Count Summaries - Bikes

Interval Start	S Grimmer Blvd			S Grimmer Blvd			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	1	0	0	0	0	0	5	0	7	0
7:15 AM	0	0	0	5	1	0	0	0	0	0	2	0	8	0
7:30 AM	0	0	0	0	1	0	1	0	1	0	2	0	5	0
7:45 AM	0	0	0	2	1	0	0	0	0	0	2	0	5	25
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	22
8:15 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**7**	21
8:30 AM	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**6**	22
8:45 AM	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**22**
Count Total	0	1	1	16	6	0	1	1	1	1	19	0	47	0
Peak Hour	**0**	**1**	**0**	**9**	**2**	**0**	**0**	**1**	**0**	**1**	**8**	**0**	**22**	**0**

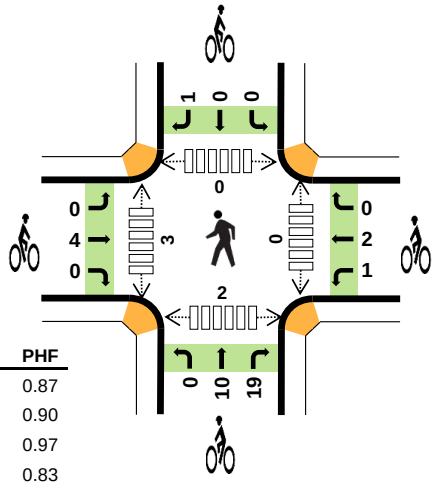
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
S Grimmer Blvd

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.5%	0.87
WB	4.0%	0.90
NB	2.4%	0.97
SB	1.8%	0.83
TOTAL	2.6%	0.96



Two-Hour Count Summaries

Interval Start		S Grimmer Blvd Eastbound UT	LT	TH	RT	S Grimmer Blvd Westbound UT	LT	TH	RT	Fremont Blvd Northbound UT	LT	TH	RT	Fremont Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	10	83	54	0	39	92	10	2	59	246	103	0	9	51	10	768	0
4:15 PM		0	13	74	40	2	43	85	11	1	45	238	80	0	10	58	11	711	0
4:30 PM		0	7	73	65	2	50	96	13	3	63	283	128	0	11	92	8	894	0
4:45 PM		0	14	64	47	0	40	92	15	0	89	296	97	0	6	87	15	862	3,235
5:00 PM		**0**	**8**	**108**	**69**	**2**	**53**	**86**	**8**	**4**	**86**	**274**	**85**	**0**	**9**	**75**	**9**	**876**	3,343
5:15 PM		**0**	**10**	**86**	**46**	**0**	**65**	**123**	**7**	**0**	**100**	**268**	**111**	**0**	**14**	**81**	**6**	**917**	3,549
5:30 PM		**0**	**9**	**107**	**50**	**0**	**35**	**122**	**19**	**1**	**106**	**281**	**85**	**0**	**26**	**82**	**11**	**934**	3,589
5:45 PM		**0**	**10**	**115**	**25**	**2**	**49**	**122**	**10**	**0**	**103**	**290**	**68**	**0**	**13**	**57**	**10**	**874**	**3,601**
Count Total		0	81	710	396	8	374	818	93	11	651	2,176	757	0	98	583	80	6,836	0
Peak Hour	**All**	**0**	**37**	**416**	**190**	**4**	**202**	**453**	**44**	**5**	**395**	**1,113**	**349**	**0**	**62**	**295**	**36**	**3,601**	**0**
	HV	**0**	**0**	**7**	**9**	**2**	**16**	**9**	**1**	**0**	**16**	**13**	**15**	**0**	**0**	**5**	**2**	**95**	**0**
	HV%	**-**	**0%**	**2%**	**5%**	**50%**	**8%**	**2%**	**2%**	**0%**	**4%**	**1%**	**4%**	**-**	**0%**	**2%**	**6%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	9	7	19	2	*37*	0	0	3	0	*3*	0	0	0	1	*1*
4:15 PM	4	8	7	3	*22*	1	0	3	0	*4*	0	0	1	0	*1*
4:30 PM	3	8	15	0	*26*	0	0	4	0	*4*	0	0	0	0	*0*
4:45 PM	5	14	12	3	*34*	0	0	2	0	*2*	0	0	0	0	*0*
5:00 PM	**6**	**9**	**11**	**4**	***30***	**2**	**1**	**8**	**0**	***11***	**0**	**3**	**0**	**0**	*3*
5:15 PM	**4**	**7**	**9**	**1**	***21***	**1**	**1**	**6**	**0**	***8***	**0**	**0**	**0**	**2**	*2*
5:30 PM	**2**	**2**	**14**	**1**	***19***	**1**	**1**	**7**	**0**	***9***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**4**	**10**	**10**	**1**	***25***	**0**	**0**	**8**	**1**	***9***	**0**	**0**	**0**	**0**	***0***
Count Total	37	65	97	15	*214*	5	3	41	1	*50*	0	3	1	3	*7*
Peak Hour	**16**	**28**	**44**	**7**	***95***	**4**	**3**	**29**	**1**	***37***	**0**	**3**	**0**	**2**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S Grimmer Blvd				S Grimmer Blvd				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	5	0	4	3	0	0	4	8	7	0	0	1	1	37	0
4:15 PM	0	0	4	0	1	3	4	0	0	1	3	3	0	0	2	1	22	0
4:30 PM	0	0	3	0	1	1	6	0	0	2	8	5	0	0	0	0	26	0
4:45 PM	0	1	0	4	0	5	7	2	0	6	2	4	0	0	1	2	34	119
5:00 PM	**0**	**0**	**2**	**4**	**1**	**6**	**2**	**0**	**0**	**3**	**3**	**5**	**0**	**0**	**3**	**1**	**30**	112
5:15 PM	**0**	**0**	**0**	**4**	**0**	**4**	**3**	**0**	**0**	**4**	**2**	**3**	**0**	**0**	**1**	**0**	**21**	111
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**7**	**2**	**5**	**0**	**0**	**1**	**0**	**19**	104
5:45 PM	**0**	**0**	**3**	**1**	**1**	**6**	**3**	**0**	**0**	**2**	**6**	**2**	**0**	**0**	**0**	**1**	**25**	**95**
Count Total	0	1	18	18	4	29	29	3	0	29	34	34	0	0	9	6	214	0
Peak Hour	**0**	**0**	**7**	**9**	**2**	**16**	**9**	**1**	**0**	**16**	**13**	**15**	**0**	**0**	**5**	**2**	**95**	**0**

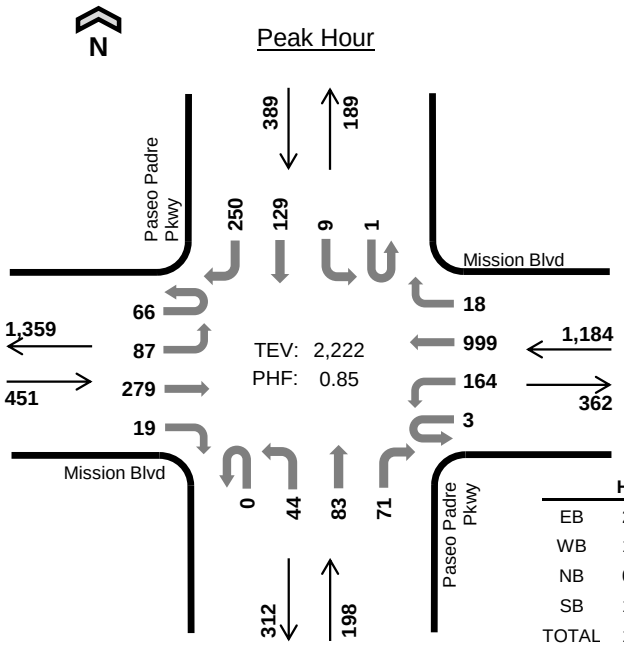
Two-Hour Count Summaries - Bikes

Interval Start	S Grimmer Blvd			S Grimmer Blvd			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0
4:15 PM	0	1	0	0	0	0	0	2	1	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	1	3	0	0	0	4	0
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	13
5:00 PM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**11**	21
5:15 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**8**	25
5:30 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**9**	30
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**0**	**0**	**1**	**9**	**37**
Count Total	0	5	0	1	2	0	0	16	25	0	0	1	50	0
Peak Hour	**0**	**4**	**0**	**1**	**2**	**0**	**0**	**10**	**19**	**0**	**0**	**1**	**37**	**0**

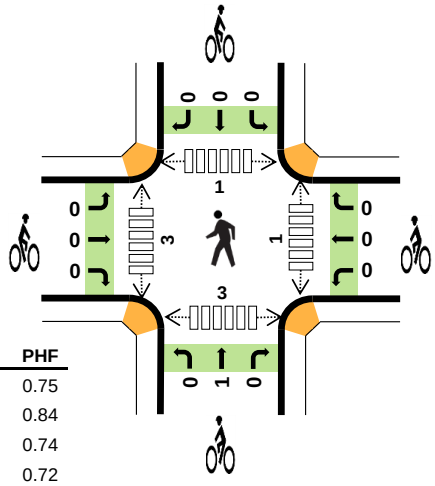
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Mission Blvd

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.2%	0.75
WB	1.3%	0.84
NB	0.0%	0.74
SB	1.3%	0.72
TOTAL	1.4%	0.85



Two-Hour Count Summaries

Interval Start		Mission Blvd Eastbound UT	LT	TH	RT	Mission Blvd Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		3	10	30	1	0	8	139	1	0	5	11	9	0	0	10	28	255	0
7:15 AM		4	15	52	2	0	10	145	3	0	3	28	6	0	3	17	40	328	0
7:30 AM		5	16	86	1	0	17	199	2	0	16	28	15	0	2	21	36	444	0
7:45 AM		8	26	73	0	0	27	188	1	0	18	17	18	0	4	18	44	442	1,469
8:00 AM		**2**	**28**	**66**	**4**	**0**	**27**	**218**	**4**	**0**	**14**	**30**	**15**	**0**	**2**	**25**	**52**	**487**	1,701
8:15 AM		**17**	**14**	**64**	**5**	**1**	**51**	**292**	**7**	**0**	**7**	**33**	**27**	**0**	**5**	**46**	**84**	**653**	2,026
8:30 AM		**33**	**33**	**77**	**8**	**0**	**43**	**261**	**3**	**0**	**12**	**10**	**13**	**1**	**1**	**33**	**64**	**592**	2,174
8:45 AM		**14**	**12**	**72**	**2**	**2**	**43**	**228**	**4**	**0**	**11**	**10**	**16**	**0**	**1**	**25**	**50**	**490**	**2,222**
Count Total		86	154	520	23	3	226	1,670	25	0	86	167	119	1	18	195	398	3,691	0
Peak Hour	**All**	**66**	**87**	**279**	**19**	**3**	**164**	**999**	**18**	**0**	**44**	**83**	**71**	**1**	**9**	**129**	**250**	**2,222**	**0**
	HV	**0**	**1**	**9**	**0**	**0**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**30**	**0**
	HV%	**0%**	**1%**	**3%**	**0%**	**0%**	**1%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	1	0	*1*
7:15 AM	3	5	0	3	*11*	1	1	0	1	*3*	4	1	0	1	*6*
7:30 AM	4	3	1	1	*9*	1	0	0	1	*2*	0	0	0	0	*0*
7:45 AM	2	1	0	0	*3*	0	5	1	0	*6*	0	0	0	0	*0*
8:00 AM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
8:15 AM	**2**	**8**	**0**	**1**	***11***	**0**	**0**	**1**	**0**	***1***	**1**	**1**	**0**	**3**	*5*
8:30 AM	**5**	**3**	**0**	**4**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:45 AM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	20	25	1	9	*55*	2	6	2	2	*12*	5	4	2	4	*15*
Peak Hour	**10**	**15**	**0**	**5**	***30***	**0**	**0**	**1**	**0**	***1***	**1**	**3**	**1**	**3**	***8***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mission Blvd				Mission Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	1	2	0	0	1	3	1	0	0	0	0	0	0	2	1	11	0
7:30 AM	0	2	2	0	0	0	3	0	0	0	0	1	0	0	1	0	9	0
7:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	25
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	26
8:15 AM	**0**	**1**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	26
8:30 AM	**0**	**0**	**5**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**12**	29
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**30**
Count Total	0	5	15	0	0	2	22	1	0	0	0	1	0	0	4	5	55	0
Peak Hour	**0**	**1**	**9**	**0**	**0**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**30**	**0**

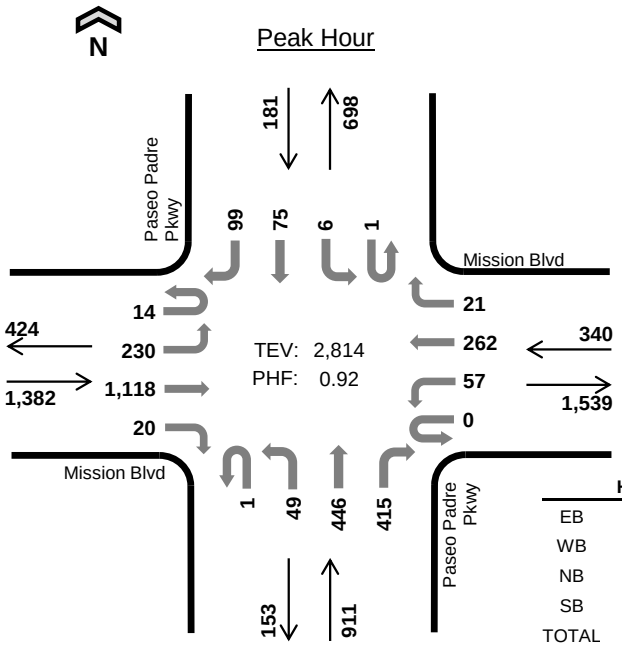
Two-Hour Count Summaries - Bikes

Interval Start	Mission Blvd			Mission Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	1	3	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	2	0
7:45 AM	0	0	0	5	0	0	0	0	1	0	0	0	6	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	2	5	0	1	0	1	1	0	0	2	12	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

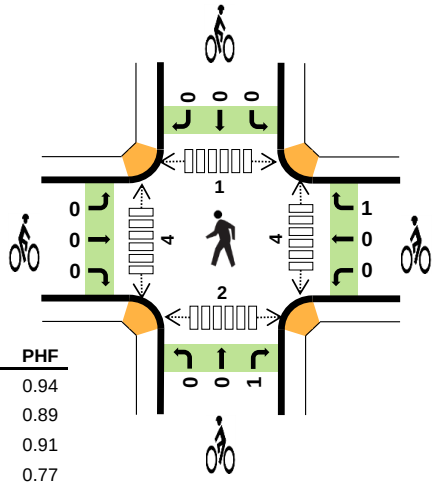
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Mission Blvd

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.5%	0.94
WB	1.5%	0.89
NB	0.5%	0.91
SB	0.0%	0.77
TOTAL	1.1%	0.92



Two-Hour Count Summaries

Interval Start		Mission Blvd Eastbound UT	LT	TH	RT	Mission Blvd Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		2	60	254	11	0	14	78	2	0	7	44	47	1	1	19	20	560	0
4:15 PM		5	54	296	13	0	14	70	2	1	10	63	44	1	1	11	22	607	0
4:30 PM		8	57	316	6	0	12	65	4	1	6	47	52	0	3	17	28	622	0
4:45 PM		8	52	280	9	0	13	55	3	0	16	74	48	0	3	12	21	594	2,383
5:00 PM		**1**	**57**	**259**	**7**	**0**	**15**	**62**	**3**	**0**	**15**	**101**	**72**	**0**	**1**	**14**	**23**	**630**	2,453
5:15 PM		**3**	**66**	**267**	**5**	**0**	**16**	**68**	**9**	**0**	**11**	**129**	**86**	**0**	**0**	**19**	**25**	**704**	2,550
5:30 PM		**3**	**56**	**287**	**4**	**0**	**13**	**55**	**4**	**1**	**14**	**124**	**111**	**0**	**3**	**16**	**21**	**712**	2,640
5:45 PM		**7**	**51**	**305**	**4**	**0**	**13**	**77**	**5**	**0**	**9**	**92**	**146**	**1**	**2**	**26**	**30**	**768**	**2,814**
Count Total		37	453	2,264	59	0	110	530	32	3	88	674	606	3	14	134	190	5,197	0
Peak Hour	**All**	**14**	**230**	**1,118**	**20**	**0**	**57**	**262**	**21**	**1**	**49**	**446**	**415**	**1**	**6**	**75**	**99**	**2,814**	**0**
	HV	**0**	**7**	**14**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**31**	**0**
	HV%	**0%**	**3%**	**1%**	**0%**	**-**	**0%**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	4	1	2	1	*8*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	4	2	0	0	*6*	1	0	0	0	*1*	0	0	0	0	*0*
4:30 PM	6	0	1	1	*8*	0	0	0	2	*2*	2	0	2	0	*4*
4:45 PM	8	1	0	0	*9*	0	0	3	0	*3*	0	0	0	0	*0*
5:00 PM	**5**	**1**	**2**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**2**	*6*
5:15 PM	**3**	**2**	**2**	**0**	***7***	**0**	**1**	**1**	**0**	***2***	**1**	**1**	**1**	**0**	*3*
5:30 PM	**5**	**0**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:45 PM	**8**	**2**	**1**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
Count Total	43	9	8	2	*62*	1	1	4	2	*8*	6	4	3	3	*16*
Peak Hour	**21**	**5**	**5**	**0**	***31***	**0**	**1**	**1**	**0**	***2***	**4**	**4**	**1**	**2**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mission Blvd				Mission Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	3	0	0	0	1	0	0	0	1	1	0	0	0	1	8	0
4:15 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	1	8	0
4:45 PM	0	1	7	0	0	0	1	0	0	0	0	0	0	0	0	0	9	31
5:00 PM	**0**	**1**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	31
5:15 PM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	32
5:30 PM	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	29
5:45 PM	**0**	**2**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**31**
Count Total	0	9	34	0	0	0	9	0	0	0	6	2	0	0	0	2	62	0
Peak Hour	**0**	**7**	**14**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**31**	**0**

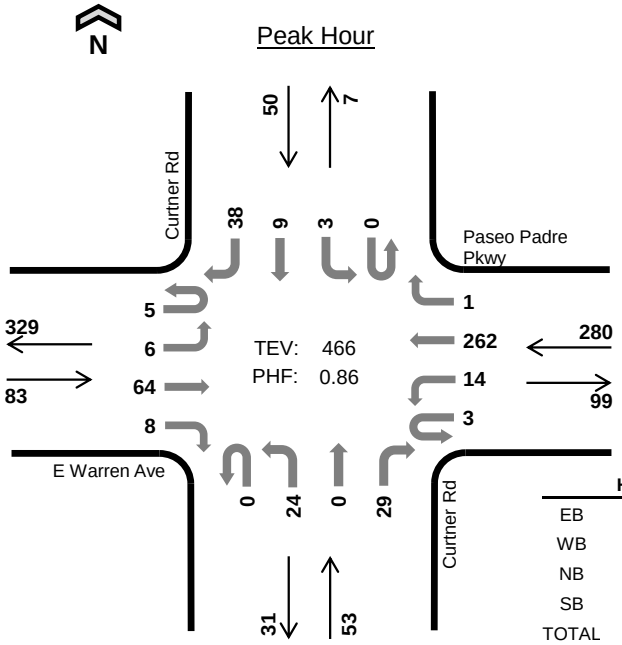
Two-Hour Count Summaries - Bikes

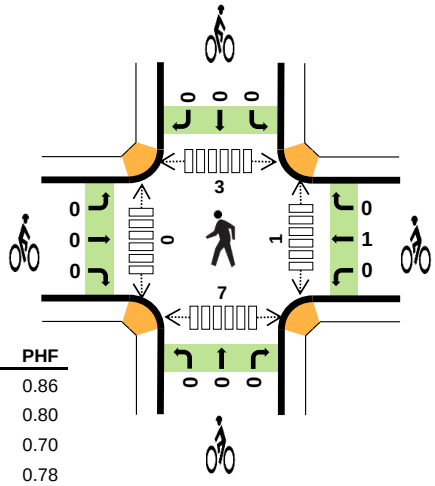
Interval Start	Mission Blvd			Mission Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:45 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	1	0	0	0	0	1	0	2	2	0	2	0	8	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Curtner Rd
E Warren Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	2.4%	0.86
WB	0.7%	0.80
NB	0.0%	0.70
SB	0.0%	0.78
TOTAL	0.9%	0.86

Two-Hour Count Summaries

Interval Start		E Warren Ave				Paseo Padre Pkwy				Curtner Rd				Curtner Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	9	0	1	1	18	0	0	3	0	2	0	0	3	2	40	0
7:15 AM		3	0	9	1	1	1	25	0	0	5	0	5	0	0	7	1	58	0
7:30 AM		5	1	11	1	1	5	29	1	0	7	0	5	0	1	3	9	79	0
7:45 AM		2	0	8	2	0	4	37	1	0	9	1	10	0	1	5	12	92	269
8:00 AM		**1**	**3**	**18**	**2**	**1**	**1**	**49**	**0**	**0**	**6**	**0**	**13**	**0**	**0**	**3**	**8**	**105**	334
8:15 AM		**1**	**1**	**20**	**2**	**2**	**6**	**79**	**1**	**0**	**5**	**0**	**8**	**0**	**1**	**0**	**10**	**136**	412
8:30 AM		**3**	**0**	**10**	**0**	**0**	**5**	**60**	**0**	**0**	**3**	**0**	**4**	**0**	**1**	**3**	**8**	**97**	430
8:45 AM		**0**	**2**	**16**	**4**	**0**	**2**	**74**	**0**	**0**	**10**	**0**	**4**	**0**	**1**	**3**	**12**	**128**	**466**
Count Total		15	8	101	12	6	25	371	3	0	48	1	51	0	5	27	62	735	0
Peak Hour	**All**	**5**	**6**	**64**	**8**	**3**	**14**	**262**	**1**	**0**	**24**	**0**	**29**	**0**	**3**	**9**	**38**	**466**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
	HV%	**0%**	**0%**	**0%**	**25%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	3	*3*
7:15 AM	0	3	0	0	*3*	0	1	0	0	*1*	0	0	0	0	*0*
7:30 AM	1	1	0	0	*2*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	0	0	0	0	*0*	1	1	0	0	*2*	0	0	0	0	*0*
8:00 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
8:30 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**1**	*5*
8:45 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	***5***
Count Total	3	6	0	0	*9*	1	4	0	0	*5*	1	0	3	10	*14*
Peak Hour	**2**	**2**	**0**	**0**	***4***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**3**	**7**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Warren Ave				Paseo Padre Pkwy				Curtner Rd				Curtner Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	0	1	2	0	1	5	0	0	0	0	0	0	0	0	0	9	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

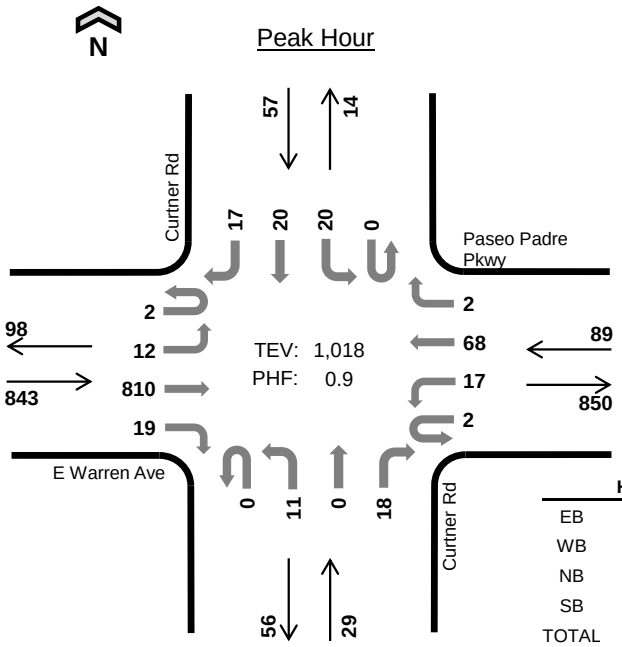
Two-Hour Count Summaries - Bikes

Interval Start	E Warren Ave			Paseo Padre Pkwy			Curtner Rd			Curtner Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	1	0	0	4	0	0	0	0	0	0	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

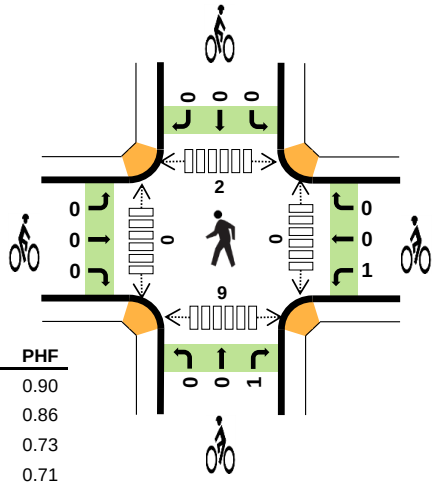
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Curtner Rd
E Warren Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.5%	0.90
WB	0.0%	0.86
NB	0.0%	0.73
SB	0.0%	0.71
TOTAL	0.4%	0.90



Two-Hour Count Summaries

Interval Start		E Warren Ave				Paseo Padre Pkwy				Curtner Rd				Curtner Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	77	2	1	6	12	0	0	4	0	2	0	1	4	4	115	0
4:15 PM		1	3	89	3	0	1	18	1	0	2	1	6	0	2	2	7	136	0
4:30 PM		0	1	92	9	0	3	16	0	0	1	0	5	0	4	3	6	140	0
4:45 PM		1	3	111	1	0	2	19	0	0	0	0	3	0	2	5	7	154	545
5:00 PM		**0**	**1**	**163**	**7**	**0**	**3**	**14**	**0**	**0**	**2**	**0**	**7**	**0**	**3**	**3**	**3**	**206**	636
5:15 PM		**0**	**3**	**207**	**4**	**1**	**3**	**18**	**0**	**0**	**6**	**0**	**4**	**0**	**2**	**4**	**5**	**257**	757
5:30 PM		**0**	**4**	**228**	**3**	**1**	**7**	**16**	**0**	**0**	**0**	**0**	**5**	**0**	**7**	**7**	**6**	**284**	901
5:45 PM		**2**	**4**	**212**	**5**	**0**	**4**	**20**	**2**	**0**	**3**	**0**	**2**	**0**	**8**	**6**	**3**	**271**	**1,018**
Count Total		4	21	1,179	34	3	29	133	3	0	18	1	34	0	29	34	41	1,563	0
Peak Hour	**All**	**2**	**12**	**810**	**19**	**2**	**17**	**68**	**2**	**0**	**11**	**0**	**18**	**0**	**20**	**20**	**17**	**1,018**	**0**
	HV	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
	HV%	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	2	0	2	*4*
4:15 PM	0	0	0	1	*1*	1	0	0	0	*1*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	2	0	0	0	*2*	0	0	0	0	*0*
4:45 PM	0	0	0	0	*0*	1	1	0	0	*2*	2	4	0	0	*6*
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**5**	*5*
5:15 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	*3*
5:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***
Count Total	4	0	0	1	*5*	4	2	1	0	*7*	2	6	2	11	*21*
Peak Hour	**4**	**0**	**0**	**0**	***4***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**2**	**9**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Warren Ave				Paseo Padre Pkwy				Curtner Rd				Curtner Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0
Peak Hour	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Warren Ave			Paseo Padre Pkwy			Curtner Rd			Curtner Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	5
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	7
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	4	0	2	0	0	0	0	1	0	0	0	7	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**

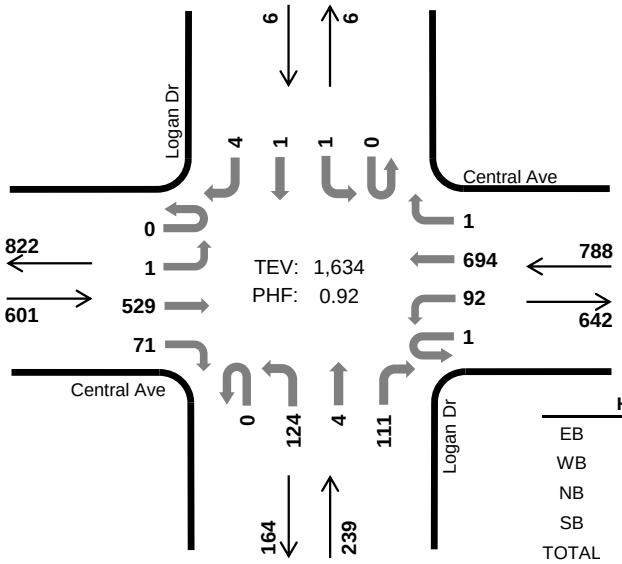
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

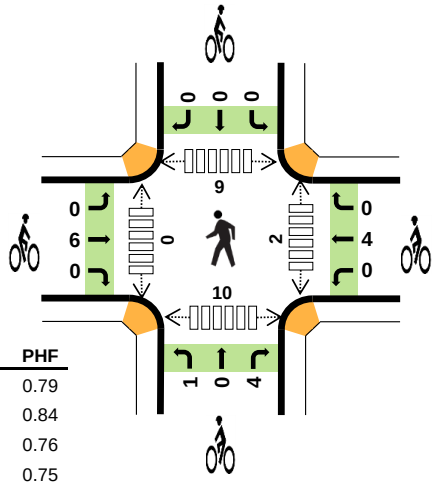
Logan Dr
Central Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour





	HV %:	PHF
EB	0.8%	0.79
WB	2.3%	0.84
NB	1.7%	0.76
SB	0.0%	0.75
TOTAL	1.7%	0.92

Two-Hour Count Summaries

Interval Start		Central Ave Eastbound				Central Ave Westbound				Logan Dr Northbound				Logan Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	66	3	0	1	94	0	0	10	0	8	0	0	0	0	182	0
7:15 AM		0	0	67	8	0	8	99	0	0	6	0	5	0	0	0	0	193	0
7:30 AM		0	0	102	22	0	16	142	0	0	21	0	11	0	0	0	1	315	0
7:45 AM		**0**	**0**	**152**	**37**	**0**	**21**	**153**	**1**	**0**	**44**	**1**	**34**	**0**	**0**	**0**	**2**	**445**	1,135
8:00 AM		**0**	**0**	**108**	**14**	**0**	**31**	**187**	**0**	**0**	**40**	**0**	**33**	**0**	**0**	**1**	**0**	**414**	1,367
8:15 AM		**0**	**0**	**140**	**9**	**0**	**28**	**207**	**0**	**0**	**21**	**3**	**23**	**0**	**0**	**0**	**1**	**432**	1,606
8:30 AM		**0**	**1**	**129**	**11**	**1**	**12**	**147**	**0**	**0**	**19**	**0**	**21**	**0**	**1**	**0**	**1**	**343**	**1,634**
8:45 AM		0	0	107	8	0	13	130	0	0	16	1	13	0	0	0	1	289	1,478
Count Total		0	1	871	112	1	130	1,159	1	0	177	5	148	0	1	1	6	2,613	0
Peak Hour	**All**	**0**	**1**	**529**	**71**	**1**	**92**	**694**	**1**	**0**	**124**	**4**	**111**	**0**	**1**	**1**	**4**	**1,634**	**0**
	HV	**0**	**0**	**4**	**1**	**0**	**3**	**14**	**1**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**27**	**0**
	HV%	**-**	**0%**	**1%**	**1%**	**0%**	**3%**	**2%**	**100%**	**-**	**2%**	**0%**	**2%**	**-**	**0%**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	3	2	*5*
7:15 AM	1	2	1	0	*4*	0	0	0	0	*0*	3	0	1	2	*6*
7:30 AM	2	1	0	0	*3*	1	0	0	0	*1*	4	0	1	2	*7*
7:45 AM	**1**	**4**	**2**	**0**	***7***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**3**	**0**	***3***
8:00 AM	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**3**	**5**	***8***
8:15 AM	**3**	**4**	**1**	**0**	***8***	**2**	**2**	**2**	**0**	***6***	**1**	**0**	**1**	**2**	***4***
8:30 AM	**1**	**6**	**1**	**0**	***8***	**2**	**2**	**2**	**0**	***6***	**1**	**0**	**2**	**3**	***6***
8:45 AM	1	1	2	0	*4*	0	1	0	0	*1*	1	0	3	2	*6*
Count Total	11	23	7	0	*41*	7	5	5	0	*17*	10	0	17	18	*45*
Peak Hour	**5**	**18**	**4**	**0**	***27***	**6**	**4**	**5**	**0**	***15***	**2**	**0**	**9**	**10**	***21***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave Eastbound				Central Ave Westbound				Logan Dr Northbound				Logan Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	4	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**7**	17
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	18
8:15 AM	**0**	**0**	**2**	**1**	**0**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	22
8:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**27**
8:45 AM	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	4	24
Count Total	0	0	9	2	0	3	19	1	0	3	0	4	0	0	0	0	41	0
Peak Hour	**0**	**0**	**4**	**1**	**0**	**3**	**14**	**1**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**27**	**0**

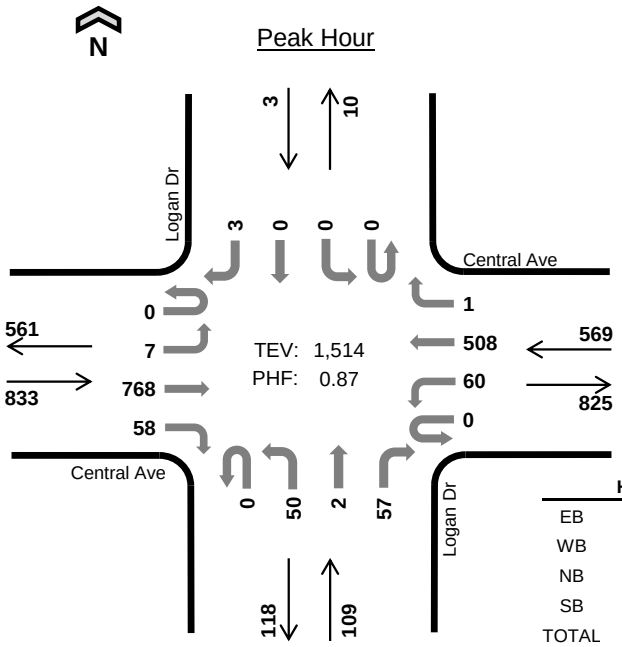
Two-Hour Count Summaries - Bikes

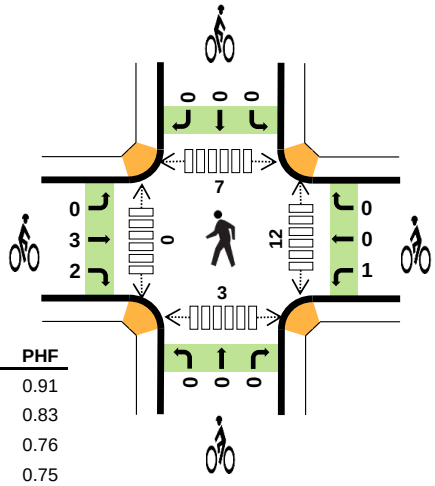
Interval Start	Central Ave Eastbound			Central Ave Westbound			Logan Dr Northbound			Logan Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	4
8:15 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**6**	10
8:30 AM	**0**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**6**	**15**
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	14
Count Total	0	7	0	0	5	0	1	0	4	0	0	0	17	0
Peak Hour	**0**	**6**	**0**	**0**	**4**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**15**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Logan Dr
Central Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.1%	0.91
WB	0.0%	0.83
NB	0.0%	0.76
SB	0.0%	0.75
TOTAL	0.1%	0.87

Two-Hour Count Summaries

Interval Start	Central Ave Eastbound				Central Ave Westbound				Logan Dr Northbound				Logan Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	155	8	0	13	101	0	0	3	0	9	0	0	0	1	292	0
4:15 PM	0	0	162	10	0	14	105	0	0	11	0	20	0	0	0	0	322	0
4:30 PM	0	1	173	19	0	9	102	0	0	15	1	14	0	0	0	0	334	0
4:45 PM	0	1	181	8	0	12	117	0	0	10	0	21	0	0	0	0	350	1,298
5:00 PM	**0**	**2**	**186**	**11**	**0**	**14**	**127**	**1**	**0**	**13**	**0**	**15**	**0**	**0**	**0**	**1**	**370**	1,376
5:15 PM	**0**	**1**	**207**	**21**	**0**	**16**	**155**	**0**	**0**	**20**	**1**	**15**	**0**	**0**	**0**	**1**	**437**	1,491
5:30 PM	**0**	**1**	**191**	**12**	**0**	**17**	**117**	**0**	**0**	**6**	**0**	**9**	**0**	**0**	**0**	**1**	**354**	1,511
5:45 PM	**0**	**3**	**184**	**14**	**0**	**13**	**109**	**0**	**0**	**11**	**1**	**18**	**0**	**0**	**0**	**0**	**353**	**1,514**
Count Total	0	11	1,439	103	0	108	933	1	0	89	3	121	0	0	0	4	2,812	0
Peak Hour All	**0**	**7**	**768**	**58**	**0**	**60**	**508**	**1**	**0**	**50**	**2**	**57**	**0**	**0**	**0**	**3**	**1,514**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	0	0	*3*	1	2	0	0	*3*	2	0	6	3	*11*
4:15 PM	0	2	0	0	*2*	2	1	0	0	*3*	3	0	4	5	*12*
4:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	2	0	11	2	*15*
4:45 PM	1	2	0	0	*3*	1	0	1	0	*2*	4	0	8	1	*13*
5:00 PM	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**2**	**1**	*3*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**6**	**0**	**0**	**0**	*6*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**3**	**0**	**2**	**0**	*5*
5:45 PM	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***	**3**	**0**	**3**	**2**	***8***
Count Total	4	5	1	0	*10*	9	4	1	0	*14*	23	0	36	14	*73*
Peak Hour	**1**	**0**	**0**	**0**	***1***	**5**	**1**	**0**	**0**	***6***	**12**	**0**	**7**	**3**	***22***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave				Central Ave				Logan Dr				Logan Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	0	4	0	0	0	5	0	0	1	0	0	0	0	0	0	10	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

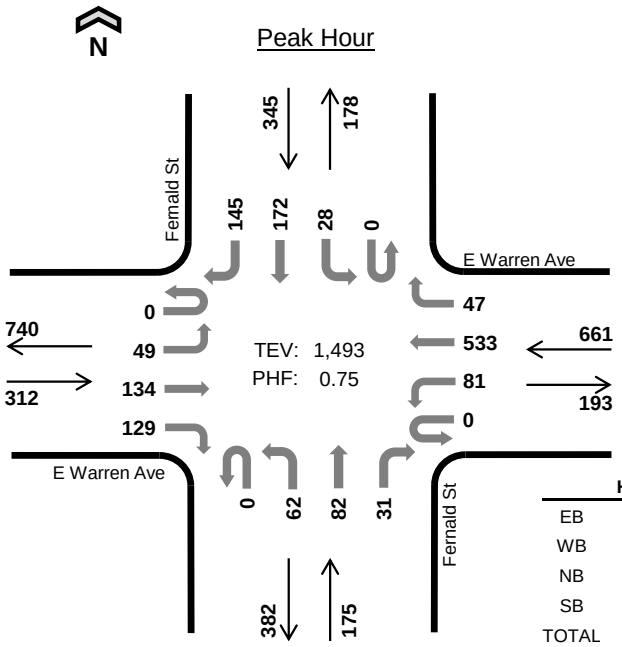
Two-Hour Count Summaries - Bikes

Interval Start	Central Ave			Central Ave			Logan Dr			Logan Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0
4:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	2	8
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:45 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	0	7	2	1	3	0	0	0	1	0	0	0	14	0
Peak Hour	**0**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

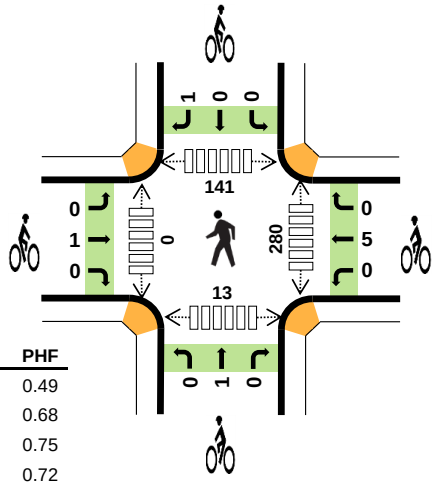
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fernald St
E Warren Ave

Date: 02-06-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.6%	0.49
WB	0.5%	0.68
NB	2.3%	0.75
SB	1.2%	0.72
TOTAL	0.9%	0.75



Two-Hour Count Summaries

Interval Start		E Warren Ave Eastbound UT	LT	TH	RT	E Warren Ave Westbound UT	LT	TH	RT	Fernald St Northbound UT	LT	TH	RT	Fernald St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	8	7	1	0	4	32	4	0	23	2	2	0	0	2	23	108	0
7:15 AM		0	8	12	6	0	11	48	5	0	11	7	2	1	3	9	26	149	0
7:30 AM		0	4	12	9	0	15	82	8	0	22	18	4	0	1	18	27	220	0
7:45 AM		**0**	**8**	**22**	**40**	**0**	**29**	**66**	**4**	**0**	**9**	**21**	**10**	**0**	**3**	**79**	**38**	**329**	806
8:00 AM		**0**	**20**	**73**	**65**	**0**	**19**	**157**	**15**	**0**	**22**	**27**	**9**	**0**	**14**	**46**	**28**	**495**	1,193
8:15 AM		**0**	**10**	**29**	**15**	**0**	**22**	**201**	**19**	**0**	**18**	**22**	**6**	**0**	**7**	**31**	**42**	**422**	1,466
8:30 AM		**0**	**11**	**10**	**9**	**0**	**11**	**109**	**9**	**0**	**13**	**12**	**6**	**0**	**4**	**16**	**37**	**247**	**1,493**
8:45 AM		0	10	19	5	0	7	109	6	0	6	9	6	0	3	8	38	226	1,390
Count Total		0	79	184	150	0	118	804	70	0	124	118	45	1	35	209	259	2,196	0
Peak Hour	**All**	**0**	**49**	**134**	**129**	**0**	**81**	**533**	**47**	**0**	**62**	**82**	**31**	**0**	**28**	**172**	**145**	**1,493**	**0**
	HV	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**3**	**13**	**0**
	HV%	**-**	**4%**	**0%**	**0%**	**-**	**1%**	**0%**	**2%**	**-**	**3%**	**2%**	**0%**	**-**	**4%**	**0%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	3	*3*
7:15 AM	0	1	0	0	*1*	0	1	0	1	*2*	0	0	0	2	*2*
7:30 AM	1	1	1	0	*3*	0	0	0	0	*0*	5	0	2	1	*8*
7:45 AM	**1**	**1**	**2**	**1**	***5***	**1**	**2**	**0**	**0**	***3***	**23**	**0**	**8**	**0**	*31*
8:00 AM	**0**	**0**	**0**	**2**	***2***	**0**	**1**	**1**	**0**	***2***	**145**	**0**	**94**	**6**	*245*
8:15 AM	**0**	**1**	**2**	**0**	***3***	**0**	**1**	**0**	**1**	***2***	**107**	**0**	**37**	**6**	*150*
8:30 AM	**1**	**1**	**0**	**1**	***3***	**0**	**1**	**0**	**0**	***1***	**5**	**0**	**2**	**1**	***8***
8:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	16	0	8	0	*24*
Count Total	3	5	6	5	*19*	1	6	1	2	*10*	301	0	151	19	*471*
Peak Hour	**2**	**3**	**4**	**4**	***13***	**1**	**5**	**1**	**1**	***8***	**280**	**0**	**141**	**13**	***434***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Warren Ave				E Warren Ave				Fernald St				Fernald St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	13
8:30 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**13**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	3	0	0	0	2	1	2	0	4	2	0	0	1	0	4	19	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**3**	**13**	**0**

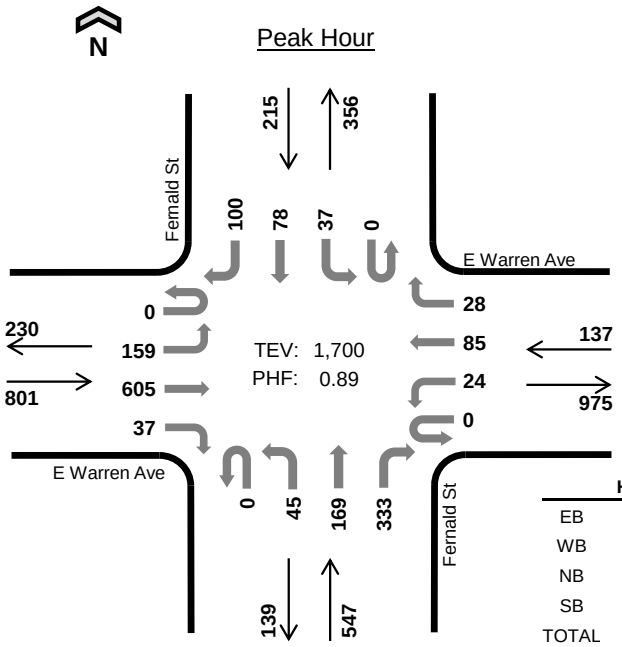
Two-Hour Count Summaries - Bikes

Interval Start	E Warren Ave			E Warren Ave			Fernald St			Fernald St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	5
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	7
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	7
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	1	0	0	6	0	0	1	0	0	0	2	10	0
Peak Hour	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**8**	**0**

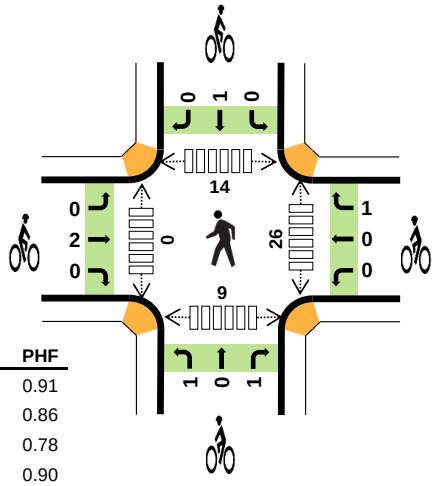
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fernald St
E Warren Ave

Date: 02-06-2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.5%	0.91
WB	0.0%	0.86
NB	0.2%	0.78
SB	0.5%	0.90
TOTAL	0.4%	0.89



Two-Hour Count Summaries

Interval Start		E Warren Ave Eastbound UT	LT	TH	RT	E Warren Ave Westbound UT	LT	TH	RT	Fernald St Northbound UT	LT	TH	RT	Fernald St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		1	32	74	9	0	8	25	8	0	17	23	20	0	5	15	21	258	0
4:15 PM		0	33	93	11	0	8	19	4	0	9	11	12	0	6	10	29	245	0
4:30 PM		0	35	98	5	0	5	17	4	0	8	15	20	0	7	23	26	263	0
4:45 PM		0	30	108	8	0	4	32	5	0	9	19	35	0	4	12	20	286	1,052
5:00 PM		**0**	**38**	**148**	**8**	**0**	**6**	**18**	**4**	**0**	**4**	**26**	**39**	**0**	**7**	**16**	**26**	**340**	1,134
5:15 PM		**0**	**28**	**136**	**10**	**0**	**4**	**23**	**10**	**0**	**11**	**48**	**98**	**0**	**11**	**25**	**24**	**428**	1,317
5:30 PM		**0**	**42**	**159**	**13**	**0**	**6**	**27**	**7**	**0**	**12**	**58**	**106**	**0**	**10**	**20**	**17**	**477**	1,531
5:45 PM		**0**	**51**	**162**	**6**	**0**	**8**	**17**	**7**	**0**	**18**	**37**	**90**	**0**	**9**	**17**	**33**	**455**	**1,700**
Count Total		1	289	978	70	0	49	178	49	0	88	237	420	0	59	138	196	2,752	0
Peak Hour	**All**	**0**	**159**	**605**	**37**	**0**	**24**	**85**	**28**	**0**	**45**	**169**	**333**	**0**	**37**	**78**	**100**	**1,700**	**0**
	HV	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	8	0	5	2	*15*
4:15 PM	1	1	1	0	*3*	2	0	0	0	*2*	4	0	0	3	*7*
4:30 PM	0	0	1	0	*1*	1	0	0	0	*1*	10	0	4	2	*16*
4:45 PM	1	0	0	0	*1*	2	0	1	0	*3*	5	0	4	0	*9*
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**1**	***2***	**5**	**0**	**3**	**3**	*11*
5:15 PM	**2**	**0**	**0**	**1**	***3***	**0**	**1**	**0**	**0**	***1***	**7**	**0**	**5**	**4**	*16*
5:30 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**0**	***1***	**9**	**0**	**5**	**2**	*16*
5:45 PM	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**1**	**0**	***2***	**5**	**0**	**1**	**0**	***6***
Count Total	6	1	3	1	*11*	7	1	3	1	*12*	53	0	27	16	*96*
Peak Hour	**4**	**0**	**1**	**1**	***6***	**2**	**1**	**2**	**1**	***6***	**26**	**0**	**14**	**9**	***49***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Warren Ave				E Warren Ave				Fernald St				Fernald St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	6
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	0	1	5	0	0	1	0	0	0	3	0	0	0	0	0	1	11	0
Peak Hour	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Warren Ave			E Warren Ave			Fernald St			Fernald St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	3	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**6**
Count Total	0	7	0	0	0	1	1	0	2	0	1	0	12	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**6**	**0**

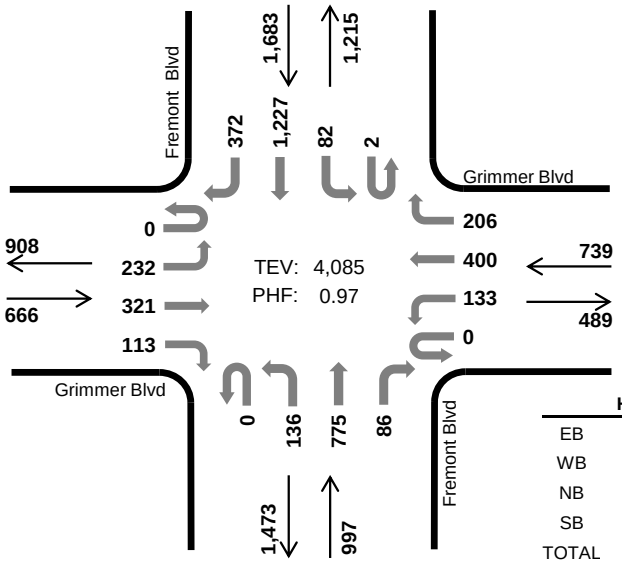
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

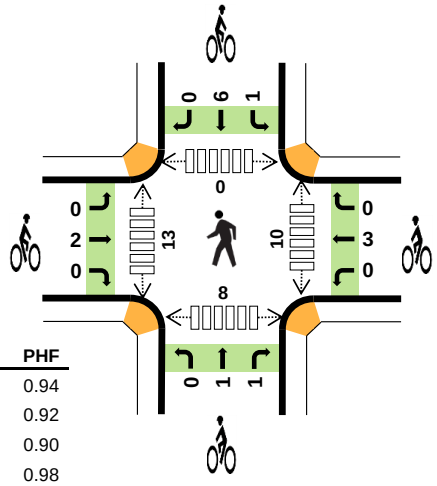
Fremont Blvd
Grimmer Blvd

Date: 09/26/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour





	HV %:	PHF
EB	1.5%	0.94
WB	2.7%	0.92
NB	3.9%	0.90
SB	2.1%	0.98
TOTAL	2.6%	0.97

Two-Hour Count Summaries

Interval Start		Grimmer Blvd Eastbound				Grimmer Blvd Westbound				Fremont Blvd Northbound				Fremont Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	21	42	9	0	8	41	26	0	6	135	11	0	12	166	52	529	0
7:15 AM		0	31	46	16	0	33	90	37	0	16	122	7	1	12	208	69	688	0
7:30 AM		0	48	71	29	0	23	89	63	0	30	219	12	0	13	285	95	977	0
7:45 AM		**0**	**56**	**88**	**34**	**0**	**35**	**111**	**49**	**0**	**43**	**217**	**17**	**0**	**19**	**286**	**100**	**1,055**	3,249
8:00 AM		**0**	**64**	**75**	**32**	**0**	**31**	**112**	**57**	**0**	**44**	**176**	**27**	**0**	**28**	**303**	**90**	**1,039**	3,759
8:15 AM		**0**	**57**	**73**	**21**	**0**	**33**	**86**	**61**	**0**	**27**	**180**	**22**	**0**	**15**	**317**	**96**	**988**	4,059
8:30 AM		**0**	**55**	**85**	**26**	**0**	**34**	**91**	**39**	**0**	**22**	**202**	**20**	**2**	**20**	**321**	**86**	**1,003**	**4,085**
8:45 AM		1	43	67	20	0	40	89	49	0	22	202	28	0	8	330	86	985	4,015
Count Total		1	375	547	187	0	237	709	381	0	210	1,453	144	3	127	2,216	674	7,264	0
Peak Hour	**All**	**0**	**232**	**321**	**113**	**0**	**133**	**400**	**206**	**0**	**136**	**775**	**86**	**2**	**82**	**1,227**	**372**	**4,085**	**0**
	HV	**0**	**3**	**6**	**1**	**0**	**2**	**13**	**5**	**0**	**5**	**29**	**5**	**0**	**1**	**32**	**3**	**105**	**0**
	HV%	**-**	**1%**	**2%**	**1%**	**-**	**2%**	**3%**	**2%**	**-**	**4%**	**4%**	**6%**	**0%**	**1%**	**3%**	**1%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	11	1	6	8	*26*	0	1	1	4	*6*	1	4	0	3	*8*
7:15 AM	3	4	6	7	*20*	0	3	0	2	*5*	2	3	0	2	*7*
7:30 AM	5	3	14	6	*28*	0	1	0	2	*3*	1	2	0	5	*8*
7:45 AM	**3**	**3**	**8**	**8**	***22***	**1**	**2**	**0**	**2**	***5***	**2**	**1**	**0**	**3**	*6*
8:00 AM	**5**	**4**	**12**	**9**	***30***	**1**	**0**	**2**	**1**	***4***	**2**	**5**	**0**	**3**	*10*
8:15 AM	**0**	**6**	**8**	**12**	***26***	**0**	**0**	**0**	**0**	***0***	**3**	**4**	**0**	**1**	*8*
8:30 AM	**2**	**7**	**11**	**7**	***27***	**0**	**1**	**0**	**4**	***5***	**3**	**3**	**0**	**1**	***7***
8:45 AM	5	3	10	10	*28*	1	0	0	1	*2*	2	10	0	4	*16*
Count Total	34	31	75	67	*207*	3	8	3	16	*30*	16	32	0	22	*70*
Peak Hour	**10**	**20**	**39**	**36**	***105***	**2**	**3**	**2**	**7**	***14***	**10**	**13**	**0**	**8**	***31***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Grimmer Blvd				Grimmer Blvd				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	10	0	0	1	0	0	0	1	5	0	0	1	7	0	26	0
7:15 AM	0	0	3	0	0	2	1	1	0	1	5	0	0	0	6	1	20	0
7:30 AM	0	3	1	1	0	1	2	0	0	0	13	1	0	0	5	1	28	0
7:45 AM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**5**	**2**	**0**	**1**	**7**	**0**	**22**	96
8:00 AM	**0**	**1**	**3**	**1**	**0**	**0**	**3**	**1**	**0**	**2**	**10**	**0**	**0**	**0**	**7**	**2**	**30**	100
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**6**	**2**	**0**	**0**	**11**	**1**	**26**	106
8:30 AM	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**2**	**0**	**2**	**8**	**1**	**0**	**0**	**7**	**0**	**27**	**105**
8:45 AM	0	0	4	1	0	0	0	3	0	0	6	4	0	0	8	2	28	111
Count Total	0	7	24	3	0	6	16	9	0	7	58	10	0	2	58	7	207	0
Peak Hour	**0**	**3**	**6**	**1**	**0**	**2**	**13**	**5**	**0**	**5**	**29**	**5**	**0**	**1**	**32**	**3**	**105**	**0**

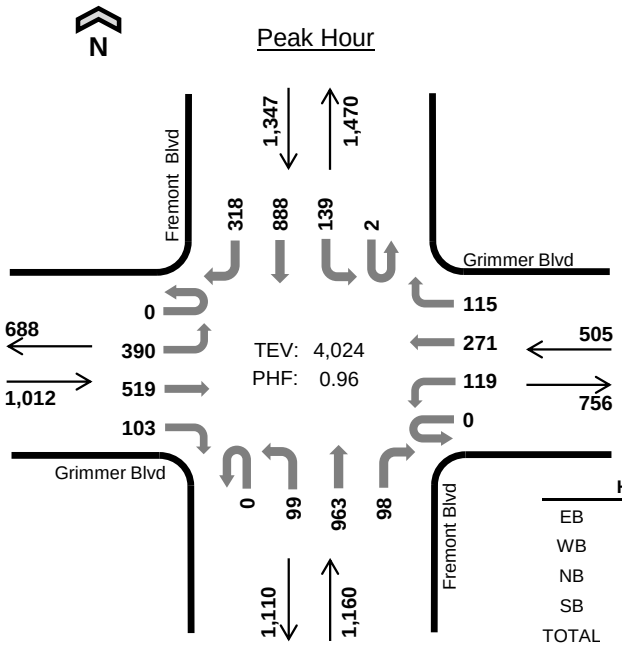
Two-Hour Count Summaries - Bikes

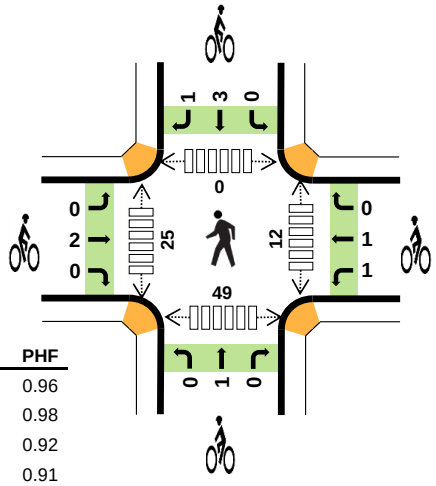
Interval Start	Grimmer Blvd			Grimmer Blvd			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	1	0	0	4	0	6	0
7:15 AM	0	0	0	1	2	0	0	0	0	0	1	1	5	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	0
7:45 AM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	19
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**4**	17
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	12
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**5**	**14**
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	11
Count Total	0	2	1	2	6	0	0	2	1	1	14	1	30	0
Peak Hour	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**1**	**6**	**0**	**14**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Fremont Blvd
Grimmer Blvd

Date: 09/26/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.7%	0.96
WB	1.2%	0.98
NB	1.7%	0.92
SB	1.2%	0.91
TOTAL	1.2%	0.96

Two-Hour Count Summaries

Interval Start		Grimmer Blvd Eastbound				Grimmer Blvd Westbound				Fremont Blvd Northbound				Fremont Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	102	117	13	0	23	52	23	0	18	179	12	1	30	179	65	815	0
4:15 PM		1	90	102	23	0	23	58	18	0	26	224	9	0	35	158	61	828	0
4:30 PM		0	76	113	26	0	21	59	21	0	25	200	24	0	40	188	67	860	0
4:45 PM		0	88	122	20	0	28	52	22	0	32	213	30	1	30	212	65	915	3,418
5:00 PM		**0**	**106**	**133**	**25**	**0**	**30**	**74**	**25**	**0**	**25**	**223**	**25**	**0**	**33**	**196**	**72**	**967**	3,570
5:15 PM		**0**	**98**	**120**	**25**	**0**	**29**	**64**	**30**	**0**	**22**	**256**	**26**	**0**	**35**	**241**	**96**	**1,042**	3,784
5:30 PM		**0**	**86**	**133**	**30**	**0**	**34**	**67**	**26**	**0**	**20**	**224**	**23**	**1**	**35**	**218**	**71**	**968**	3,892
5:45 PM		**0**	**100**	**133**	**23**	**0**	**26**	**66**	**34**	**0**	**32**	**260**	**24**	**1**	**36**	**233**	**79**	**1,047**	**4,024**
Count Total		2	746	973	185	0	214	492	199	0	200	1,779	173	4	274	1,625	576	7,442	0
Peak Hour	**All**	**0**	**390**	**519**	**103**	**0**	**119**	**271**	**115**	**0**	**99**	**963**	**98**	**2**	**139**	**888**	**318**	**4,024**	**0**
	HV	**0**	**3**	**2**	**2**	**0**	**1**	**3**	**2**	**0**	**0**	**20**	**0**	**0**	**1**	**15**	**0**	**49**	**0**
	HV%	**-**	**1%**	**0%**	**2%**	**-**	**1%**	**1%**	**2%**	**-**	**0%**	**2%**	**0%**	**0%**	**1%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	3	6	3	*17*	1	0	2	0	*3*	0	4	0	4	*8*
4:15 PM	1	5	8	4	*18*	0	1	2	3	*6*	5	3	0	5	*13*
4:30 PM	1	4	4	3	*12*	0	0	1	2	*3*	1	3	0	3	*7*
4:45 PM	3	2	6	4	*15*	1	0	1	1	*3*	2	8	0	3	*13*
5:00 PM	**2**	**1**	**5**	**4**	***12***	**1**	**0**	**0**	**2**	***3***	**5**	**3**	**0**	**17**	*25*
5:15 PM	**1**	**2**	**4**	**5**	***12***	**0**	**0**	**0**	**0**	***0***	**2**	**9**	**0**	**21**	*32*
5:30 PM	**3**	**3**	**8**	**4**	***18***	**1**	**2**	**1**	**1**	***5***	**3**	**4**	**0**	**6**	*13*
5:45 PM	**1**	**0**	**3**	**3**	***7***	**0**	**0**	**0**	**1**	***1***	**2**	**9**	**0**	**5**	***16***
Count Total	17	20	44	30	*111*	4	3	7	10	*24*	20	43	0	64	*127*
Peak Hour	**7**	**6**	**20**	**16**	***49***	**2**	**2**	**1**	**4**	***9***	**12**	**25**	**0**	**49**	***86***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Grimmer Blvd				Grimmer Blvd				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	3	0	0	0	2	1	0	1	5	0	0	1	2	0	17	0
4:15 PM	0	0	1	0	0	1	3	1	0	0	8	0	0	1	1	2	18	0
4:30 PM	0	1	0	0	0	0	4	0	0	1	3	0	0	0	2	1	12	0
4:45 PM	0	1	2	0	0	0	2	0	0	0	5	1	0	0	4	0	15	62
5:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**3**	**0**	**12**	57
5:15 PM	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**12**	51
5:30 PM	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**0**	**18**	57
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**7**	**49**
Count Total	0	7	8	2	0	2	14	4	0	2	41	1	0	3	24	3	111	0
Peak Hour	**0**	**3**	**2**	**2**	**0**	**1**	**3**	**2**	**0**	**0**	**20**	**0**	**0**	**1**	**15**	**0**	**49**	**0**

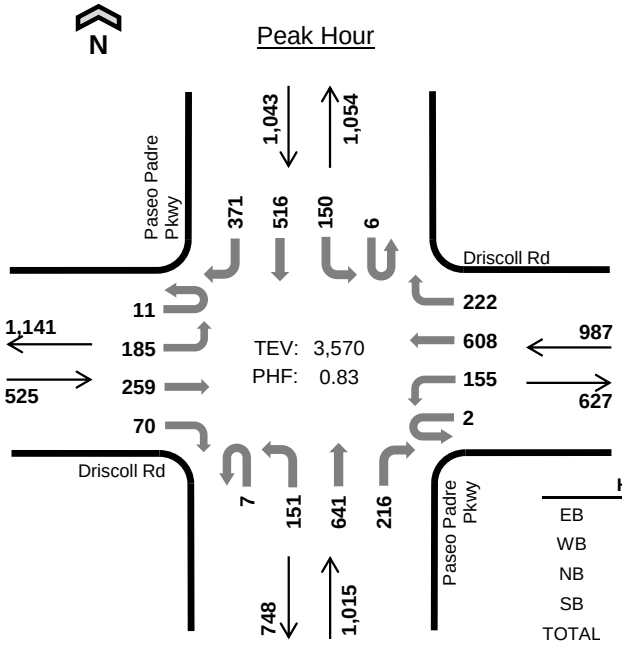
Two-Hour Count Summaries - Bikes

Interval Start	Grimmer Blvd			Grimmer Blvd			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	0	0	0	0	0	0	1	1	0	0	0	3	0
4:15 PM	0	0	0	0	1	0	0	2	0	0	3	0	6	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3	15
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	15
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	9
5:30 PM	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**5**	11
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**
Count Total	1	3	0	1	2	0	0	6	1	0	9	1	24	0
Peak Hour	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**9**	**0**

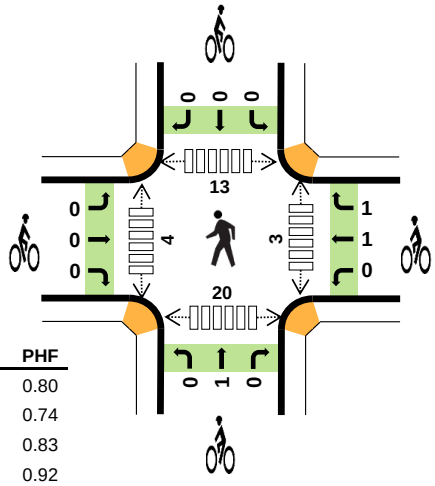
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Driscoll Rd

Date: 09/26/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.4%	0.80
WB	0.8%	0.74
NB	0.6%	0.83
SB	1.4%	0.92
TOTAL	1.3%	0.83



Two-Hour Count Summaries

Interval Start		Driscoll Rd Eastbound UT	LT	TH	RT	Driscoll Rd Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	15	39	1	1	7	85	24	0	9	50	20	0	27	72	35	385	0
7:15 AM		1	26	25	5	0	10	112	36	0	11	74	10	0	30	93	50	483	0
7:30 AM		2	27	54	22	0	5	112	40	0	18	115	22	0	42	168	39	666	0
7:45 AM		**0**	**38**	**82**	**19**	**1**	**46**	**149**	**58**	**1**	**37**	**173**	**87**	**3**	**49**	**161**	**70**	**974**	2,508
8:00 AM		**3**	**42**	**94**	**26**	**0**	**67**	**201**	**66**	**3**	**36**	**155**	**110**	**0**	**43**	**133**	**102**	**1,081**	3,204
8:15 AM		**4**	**60**	**59**	**19**	**0**	**22**	**113**	**53**	**2**	**45**	**165**	**12**	**2**	**29**	**108**	**103**	**796**	3,517
8:30 AM		**4**	**45**	**24**	**6**	**1**	**20**	**145**	**45**	**1**	**33**	**148**	**7**	**1**	**29**	**114**	**96**	**719**	**3,570**
8:45 AM		0	39	32	3	0	6	129	25	0	11	106	4	2	29	100	71	557	3,153
Count Total		14	292	409	101	3	183	1,046	347	7	200	986	272	8	278	949	566	5,661	0
Peak Hour	**All**	**11**	**185**	**259**	**70**	**2**	**155**	**608**	**222**	**7**	**151**	**641**	**216**	**6**	**150**	**516**	**371**	**3,570**	**0**
	HV	**0**	**8**	**6**	**4**	**0**	**1**	**5**	**2**	**0**	**1**	**5**	**0**	**0**	**1**	**10**	**4**	**47**	**0**
	HV%	**0%**	**4%**	**2%**	**6%**	**0%**	**1%**	**1%**	**1%**	**0%**	**1%**	**1%**	**0%**	**0%**	**1%**	**2%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	1	7	*8*	0	2	1	0	*3*	1	1	0	1	*3*
7:15 AM	2	2	1	1	*6*	0	1	0	2	*3*	1	0	1	4	*6*
7:30 AM	1	1	4	3	*9*	0	2	0	0	*2*	1	1	1	10	*13*
7:45 AM	**4**	**0**	**0**	**4**	***8***	**0**	**1**	**0**	**0**	***1***	**1**	**4**	**3**	**14**	*22*
8:00 AM	**9**	**1**	**3**	**3**	***16***	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**2**	**4**	*8*
8:15 AM	**3**	**5**	**2**	**3**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
8:30 AM	**2**	**2**	**1**	**5**	***10***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**6**	**2**	***8***
8:45 AM	0	3	2	4	*9*	0	0	0	0	*0*	5	0	0	4	*9*
Count Total	21	14	14	30	*79*	0	7	2	2	*11*	11	6	15	39	*71*
Peak Hour	**18**	**8**	**6**	**15**	***47***	**0**	**2**	**1**	**0**	***3***	**3**	**4**	**13**	**20**	***40***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driscoll Rd				Driscoll Rd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	8	0
7:15 AM	0	1	0	1	0	0	1	1	0	0	1	0	0	1	0	0	6	0
7:30 AM	0	0	1	0	0	1	0	0	0	1	1	2	0	0	3	0	9	0
7:45 AM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**8**	31
8:00 AM	**0**	**2**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**2**	**16**	39
8:15 AM	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**13**	46
8:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**10**	**47**
8:45 AM	0	0	0	0	0	0	3	0	0	1	1	0	0	1	3	0	9	48
Count Total	0	9	7	5	0	2	9	3	0	3	9	2	0	4	22	4	79	0
Peak Hour	**0**	**8**	**6**	**4**	**0**	**1**	**5**	**2**	**0**	**1**	**5**	**0**	**0**	**1**	**10**	**4**	**47**	**0**

Two-Hour Count Summaries - Bikes

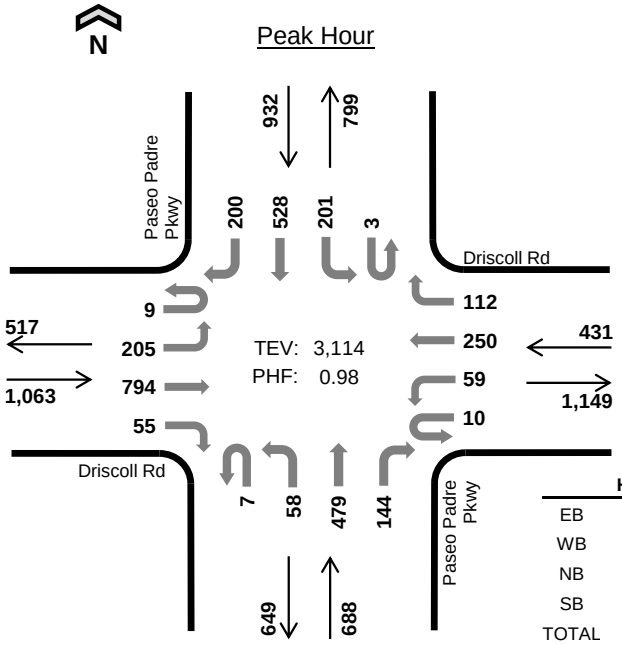
Interval Start	Driscoll Rd			Driscoll Rd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	2	0	0	0	1	0	0	0	3	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	1	3	0
7:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	9
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	7
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	5	2	0	1	1	0	1	1	11	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**

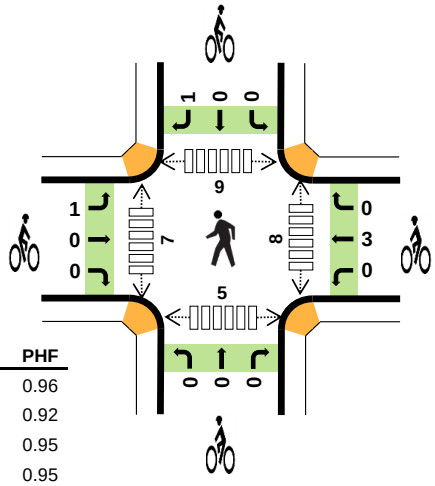
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Driscoll Rd

Date: 09/26/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	0.7%	0.96
WB	1.4%	0.92
NB	0.3%	0.95
SB	0.8%	0.95
TOTAL	0.7%	0.98

Two-Hour Count Summaries

Interval Start		Driscoll Rd Eastbound UT	LT	TH	RT	Driscoll Rd Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		1	51	165	9	2	7	47	19	3	8	107	28	0	57	113	45	662	0
4:15 PM		2	25	141	11	2	12	57	19	3	18	96	37	0	49	131	54	657	0
4:30 PM		1	41	195	9	0	13	58	25	1	10	104	36	0	51	111	52	707	0
4:45 PM		2	48	184	12	0	15	53	28	2	13	107	30	0	49	106	44	693	2,719
5:00 PM		**3**	**44**	**197**	**11**	**4**	**11**	**52**	**31**	**1**	**11**	**119**	**30**	**0**	**51**	**127**	**50**	**742**	2,799
5:15 PM		**1**	**50**	**194**	**14**	**2**	**20**	**62**	**23**	**2**	**19**	**123**	**37**	**0**	**46**	**136**	**62**	**791**	2,933
5:30 PM		**2**	**61**	**205**	**10**	**2**	**13**	**69**	**25**	**3**	**12**	**120**	**41**	**1**	**47**	**140**	**43**	**794**	3,020
5:45 PM		**3**	**50**	**198**	**20**	**2**	**15**	**67**	**33**	**1**	**16**	**117**	**36**	**2**	**57**	**125**	**45**	**787**	**3,114**
Count Total		15	370	1,479	96	14	106	465	203	16	107	893	275	3	407	989	395	5,833	0
Peak Hour	**All**	**9**	**205**	**794**	**55**	**10**	**59**	**250**	**112**	**7**	**58**	**479**	**144**	**3**	**201**	**528**	**200**	**3,114**	**0**
	HV	**0**	**0**	**7**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**4**	**22**	**0**
	HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**2%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	7	1	1	0	*9*	0	0	0	0	*0*	2	2	3	6	*13*
4:15 PM	3	4	2	5	*14*	0	0	0	0	*0*	0	0	1	4	*5*
4:30 PM	1	0	1	4	*6*	0	0	0	0	*0*	2	1	2	1	*6*
4:45 PM	5	1	1	2	*9*	0	0	0	0	*0*	2	0	0	0	*2*
5:00 PM	**5**	**2**	**0**	**4**	***11***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**4**	**2**	*10*
5:30 PM	**2**	**1**	**0**	**1**	***4***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**2**	**1**	*4*
5:45 PM	**0**	**3**	**1**	**1**	***5***	**1**	**2**	**0**	**0**	***3***	**4**	**6**	**3**	**2**	***15***
Count Total	23	12	7	18	*60*	1	3	0	1	*5*	14	10	15	16	*55*
Peak Hour	**7**	**6**	**2**	**7**	***22***	**1**	**3**	**0**	**1**	***5***	**8**	**7**	**9**	**5**	***29***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driscoll Rd				Driscoll Rd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	5	0	0	0	1	0	0	0	1	0	0	0	0	0	9	0
4:15 PM	0	0	2	1	0	1	3	0	0	0	1	1	0	0	5	0	14	0
4:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3	0	6	0
4:45 PM	0	0	5	0	0	0	1	0	0	0	1	0	0	0	1	1	9	38
5:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**11**	40
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	28
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	26
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**22**
Count Total	0	2	20	1	0	1	9	2	0	1	5	1	0	3	10	5	60	0
Peak Hour	**0**	**0**	**7**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**4**	**22**	**0**

Two-Hour Count Summaries - Bikes

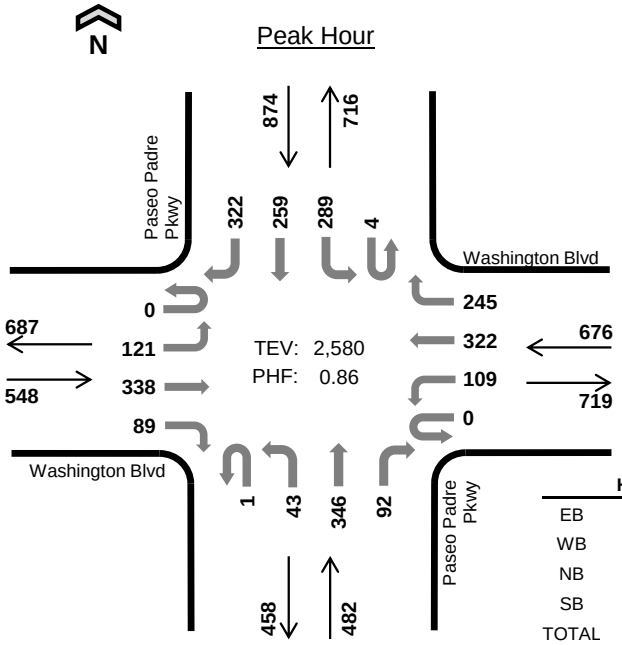
Interval Start	Driscoll Rd			Driscoll Rd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	2
5:45 PM	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**
Count Total	1	0	0	0	3	0	0	0	0	0	0	1	5	0
Peak Hour	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**

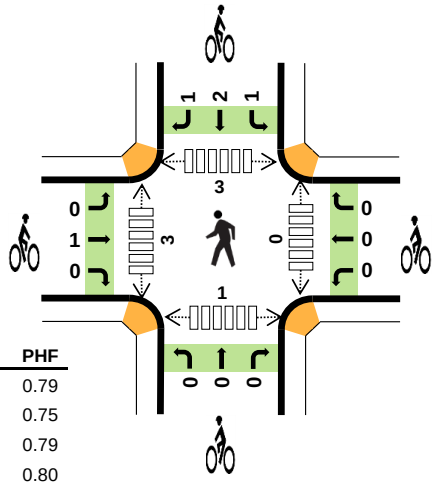
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Washington Blvd

Date: 09/26/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	1.8%	0.79
WB	1.5%	0.75
NB	0.4%	0.79
SB	1.6%	0.80
TOTAL	1.4%	0.86

Two-Hour Count Summaries

Interval Start	Washington Blvd Eastbound				Washington Blvd Westbound				Paseo Padre Pkwy Northbound				Paseo Padre Pkwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	16	20	8	0	6	36	19	0	6	22	4	2	22	17	43	221	0
7:15 AM	0	19	39	13	1	2	35	19	1	8	13	8	0	30	20	43	251	0
7:30 AM	**0**	**26**	**95**	**18**	**0**	**22**	**74**	**38**	**0**	**11**	**46**	**55**	**2**	**59**	**34**	**51**	**531**	0
7:45 AM	**0**	**35**	**114**	**24**	**0**	**54**	**92**	**79**	**0**	**10**	**117**	**17**	**0**	**68**	**66**	**73**	**749**	1,752
8:00 AM	**0**	**44**	**58**	**25**	**0**	**17**	**85**	**77**	**0**	**12**	**130**	**10**	**0**	**79**	**74**	**95**	**706**	2,237
8:15 AM	**0**	**16**	**71**	**22**	**0**	**16**	**71**	**51**	**1**	**10**	**53**	**10**	**2**	**83**	**85**	**103**	**594**	**2,580**
8:30 AM	0	19	53	20	0	21	78	49	0	19	29	7	0	49	43	88	475	2,524
8:45 AM	0	19	74	19	0	19	74	38	0	9	32	5	0	43	40	82	454	2,229
Count Total	0	194	524	149	1	157	545	370	2	85	442	116	6	433	379	578	3,981	0
Peak Hour All	**0**	**121**	**338**	**89**	**0**	**109**	**322**	**245**	**1**	**43**	**346**	**92**	**4**	**289**	**259**	**322**	**2,580**	**0**
Peak Hour HV	**0**	**2**	**6**	**2**	**0**	**0**	**6**	**4**	**0**	**0**	**2**	**0**	**0**	**6**	**2**	**6**	**36**	**0**
Peak Hour HV%	**-**	**2%**	**2%**	**2%**	**-**	**0%**	**2%**	**2%**	**0%**	**0%**	**1%**	**0%**	**0%**	**2%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	3	0	6	*11*	0	0	0	0	*0*	1	0	0	2	*3*
7:15 AM	6	1	0	1	*8*	0	0	0	0	*0*	0	1	1	0	*2*
7:30 AM	**1**	**2**	**1**	**5**	***9***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**2**	***2***	**0**	**1**	**1**	**0**	*2*
8:00 AM	**4**	**5**	**1**	**2**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**2**	**0**	*4*
8:15 AM	**3**	**2**	**0**	**7**	***12***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	2	1	2	5	*10*	0	0	0	1	*1*	2	0	0	0	*2*
8:45 AM	1	1	0	2	*4*	0	0	0	0	*0*	0	0	2	0	*2*
Count Total	21	16	4	28	*69*	1	0	0	5	*6*	3	4	6	3	*16*
Peak Hour	**10**	**10**	**2**	**14**	***36***	**1**	**0**	**0**	**4**	***5***	**0**	**3**	**3**	**1**	***7***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Washington Blvd				Washington Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	6	11	0
7:15 AM	0	2	3	1	0	1	0	0	0	0	0	0	0	1	0	0	8	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**2**	**9**	0
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	31
8:00 AM	**0**	**1**	**2**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**12**	32
8:15 AM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**3**	**12**	**36**
8:30 AM	0	0	1	1	0	0	1	0	0	1	0	1	0	2	1	2	10	37
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	4	38
Count Total	0	4	13	4	0	1	10	5	0	1	2	1	0	9	4	15	69	0
Peak Hour	**0**	**2**	**6**	**2**	**0**	**0**	**6**	**4**	**0**	**0**	**2**	**0**	**0**	**6**	**2**	**6**	**36**	**0**

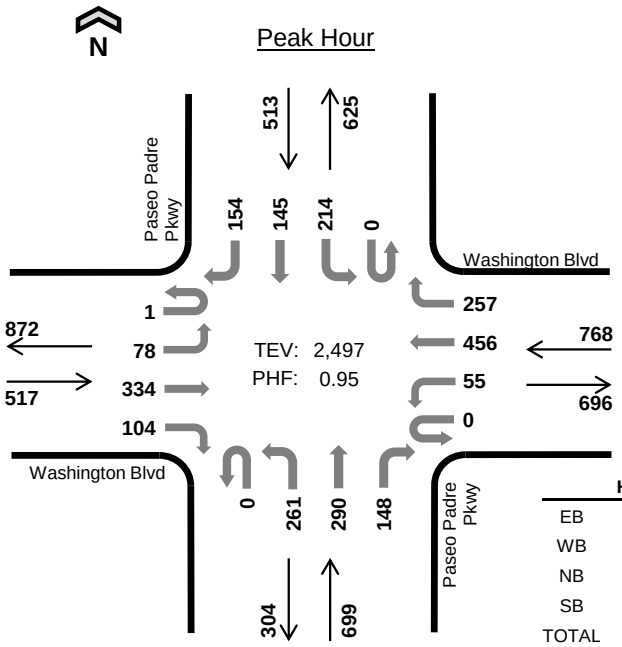
Two-Hour Count Summaries - Bikes

Interval Start	Washington Blvd			Washington Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	0	0	0	0	0	1	3	1	6	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**5**	**0**

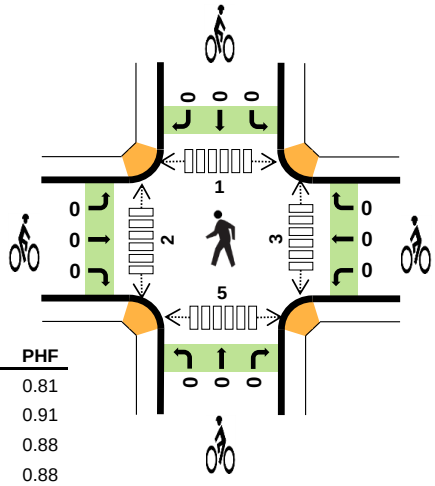
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Paseo Padre Pkwy
Washington Blvd

Date: 09/26/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.2%	0.81
WB	0.8%	0.91
NB	0.7%	0.88
SB	0.4%	0.88
TOTAL	0.8%	0.95



Two-Hour Count Summaries

Interval Start		Washington Blvd Eastbound UT	LT	TH	RT	Washington Blvd Westbound UT	LT	TH	RT	Paseo Padre Pkwy Northbound UT	LT	TH	RT	Paseo Padre Pkwy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	19	66	15	0	14	93	59	0	76	52	22	0	43	41	23	523	0
4:15 PM		0	16	64	21	0	12	87	66	0	79	56	29	0	43	43	39	555	0
4:30 PM		0	23	58	19	0	6	108	44	0	75	72	31	1	37	24	40	538	0
4:45 PM		**1**	**17**	**83**	**31**	**0**	**6**	**147**	**58**	**0**	**52**	**72**	**48**	**0**	**42**	**38**	**40**	**635**	2,251
5:00 PM		**0**	**15**	**78**	**20**	**0**	**8**	**106**	**82**	**0**	**58**	**66**	**32**	**0**	**60**	**28**	**27**	**580**	2,308
5:15 PM		**0**	**19**	**70**	**24**	**0**	**27**	**120**	**60**	**0**	**72**	**73**	**28**	**0**	**51**	**31**	**50**	**625**	2,378
5:30 PM		**0**	**27**	**103**	**29**	**0**	**14**	**83**	**57**	**0**	**79**	**79**	**40**	**0**	**61**	**48**	**37**	**657**	**2,497**
5:45 PM		0	18	83	26	0	11	83	67	0	53	67	38	0	51	25	24	546	2,408
Count Total		1	154	605	185	0	98	827	493	0	544	537	268	1	388	278	280	4,659	0
Peak Hour	**All**	**1**	**78**	**334**	**104**	**0**	**55**	**456**	**257**	**0**	**261**	**290**	**148**	**0**	**214**	**145**	**154**	**2,497**	**0**
	HV	**0**	**0**	**5**	**1**	**0**	**0**	**4**	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**2**	**19**	**0**
	HV%	**0%**	**0%**	**1%**	**1%**	**-**	**0%**	**1%**	**1%**	**-**	**1%**	**0%**	**1%**	**-**	**0%**	**0%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	2	3	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	4	1	2	*7*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	1	1	2	2	*6*	0	1	0	0	*1*	0	1	1	0	*2*
4:45 PM	**2**	**1**	**2**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**5**	*9*
5:00 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**2**	**2**	**2**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**2**	**1**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
5:45 PM	1	0	1	0	*2*	0	0	1	0	*1*	1	2	2	1	*6*
Count Total	8	13	12	6	*39*	0	1	1	0	*2*	4	5	4	7	*20*
Peak Hour	**6**	**6**	**5**	**2**	***19***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**1**	**5**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Washington Blvd				Washington Blvd				Paseo Padre Pkwy				Paseo Padre Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	3	1	0	1	0	0	0	2	0	0	7	0
4:30 PM	0	0	1	0	0	0	1	0	0	1	1	0	0	0	0	2	6	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**6**	24
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	21
5:15 PM	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	21
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**19**
5:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	15
Count Total	0	0	7	1	0	1	9	3	0	8	3	1	0	2	0	4	39	0
Peak Hour	**0**	**0**	**5**	**1**	**0**	**0**	**4**	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**2**	**19**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Washington Blvd			Washington Blvd			Paseo Padre Pkwy			Paseo Padre Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Count Total	0	0	0	0	0	1	0	1	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix B

LOS Calculations

FEHR PEERS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	664	317	163	1069	72	237	867	152	122	1022	253
Future Volume (veh/h)	97	664	317	163	1069	72	237	867	152	122	1022	253
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	692	0	170	1114	23	247	903	0	127	1065	0
Adj No. of Lanes	2	3	0	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1027	0	686	1196	525	198	1219	545	151	1126	504
Arrive On Green	0.07	0.20	0.00	0.20	0.34	0.34	0.11	0.34	0.00	0.09	0.32	0.00
Sat Flow, veh/h	3442	5253	0	3442	3539	1555	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	101	692	0	170	1114	23	247	903	0	127	1065	0
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1721	1770	1555	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.6	16.3	0.0	5.4	39.5	1.3	14.5	29.2	0.0	9.2	38.2	0.0
Cycle Q Clear(g_c), s	3.6	16.3	0.0	5.4	39.5	1.3	14.5	29.2	0.0	9.2	38.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	1027	0	686	1196	525	198	1219	545	151	1126	504
V/C Ratio(X)	0.39	0.67	0.00	0.25	0.93	0.04	1.25	0.74	0.00	0.84	0.95	0.00
Avail Cap(c_a), veh/h	331	1565	0	686	1196	525	198	1219	545	252	1157	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.3	47.9	0.0	43.8	41.6	28.9	57.8	37.5	0.0	58.6	43.2	0.0
Incr Delay (d2), s/veh	0.4	3.5	0.0	0.1	14.1	0.2	146.6	2.6	0.0	5.0	15.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.0	0.0	2.6	21.7	0.6	15.1	14.7	0.0	4.7	21.0	0.0
LnGrp Delay(d),s/veh	57.7	51.5	0.0	43.9	55.7	29.1	204.3	40.2	0.0	63.6	58.6	0.0
LnGrp LOS	E	D		D	E	C	F	D		E	E	
Approach Vol, veh/h		793			1307			1150			1192	
Approach Delay, s/veh		52.3			53.7			75.4			59.1	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	49.9	15.6	50.3	31.9	32.2	19.0	46.8
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	12.5	40.0	18.5	38.5	12.5	* 40	14.5	42.5
Max Q Clear Time (g_c+I1), s	5.6	41.5	11.2	31.2	7.4	18.3	16.5	40.2
Green Ext Time (p_c), s	0.0	0.0	0.0	6.5	3.6	6.2	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	60.5
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	83	74	373	80	29	29	892	208	75	1674	234
Future Volume (veh/h)	118	83	74	373	80	29	29	892	208	75	1674	234
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	124	87	66	393	84	0	31	939	0	79	1762	232
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	285	197	134	392	69	0	94	1532	685	162	2144	281
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.00	0.05	0.43	0.00	0.09	0.47	0.47
Sat Flow, veh/h	710	602	410	993	212	0	1792	3574	1599	1792	4596	602
Grp Volume(v), veh/h	277	0	0	477	0	0	31	939	0	79	1310	684
Grp Sat Flow(s),veh/h/ln	1723	0	0	1205	0	0	1792	1787	1599	1792	1712	1774
Q Serve(g_s), s	0.0	0.0	0.0	20.1	0.0	0.0	1.6	19.9	0.0	4.1	32.4	32.8
Cycle Q Clear(g_c), s	12.5	0.0	0.0	32.6	0.0	0.0	1.6	19.9	0.0	4.1	32.4	32.8
Prop In Lane	0.45		0.24	0.82		0.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	627	0	0	468	0	0	94	1532	685	162	1597	828
V/C Ratio(X)	0.44	0.00	0.00	1.02	0.00	0.00	0.33	0.61	0.00	0.49	0.82	0.83
Avail Cap(c_a), veh/h	627	0	0	468	0	0	458	1643	735	458	1597	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	35.9	0.0	0.0	44.7	21.7	0.0	42.4	22.6	22.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	46.3	0.0	0.0	2.0	0.8	0.0	0.8	3.7	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.0	18.4	0.0	0.0	0.9	9.9	0.0	2.1	16.1	17.6
LnGrp Delay(d),s/veh	26.9	0.0	0.0	82.3	0.0	0.0	46.8	22.4	0.0	43.2	26.3	29.9
LnGrp LOS	C			F			D	C		D	C	C
Approach Vol, veh/h		277			477			970			2073	
Approach Delay, s/veh		26.9			82.3			23.2			28.1	
Approach LOS		C			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	48.0		36.6	9.6	51.7		36.6
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	16.1	21.9		14.5	3.6	34.8		34.6
Green Ext Time (p_c), s	0.0	20.0		6.6	0.0	9.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	144	1	309	1	219	74	303	495	0
Future Volume (veh/h)	0	0	0	144	1	309	1	219	74	303	495	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	158	1	275	1	241	39	333	544	0
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	585	0	226	16	303	214	818	130	393	714	0
Arrive On Green	0.00	0.00	0.00	0.32	0.31	0.31	0.12	0.27	0.27	0.22	0.38	0.00
Sat Flow, veh/h	0	1863	0	509	50	966	1774	3037	483	1774	1863	0
Grp Volume(v), veh/h	0	0	0	434	0	0	1	139	141	333	544	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1525	0	0	1774	1770	1750	1774	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	18.3	0.0	0.0	0.0	4.6	4.8	13.4	19.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	20.1	0.0	0.0	0.0	4.6	4.8	13.4	19.0	0.0
Prop In Lane	0.00		0.00	0.36		0.63	1.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	0	585	0	557	0	0	214	476	471	393	714	0
V/C Ratio(X)	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.29	0.30	0.85	0.76	0.00
Avail Cap(c_a), veh/h	0	749	0	690	0	0	606	1067	1055	582	1123	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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	24.3	0.0	0.0	28.9	21.6	21.7	27.8	20.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.5	0.5	9.2	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	8.9	0.0	0.0	0.0	2.3	2.4	7.6	10.2	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	27.8	0.0	0.0	28.9	22.1	22.2	37.0	22.5	0.0
LnGrp LOS				C			C	C	C	D	C	
Approach Vol, veh/h		0			434			281			877	
Approach Delay, s/veh		0.0			27.8			22.2			28.0	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	33.6		28.0	21.5	25.1		28.0
Change Period (Y+Rc), s	5.0	5.0		4.6	5.0	5.0		4.6
Max Green Setting (Gmax), s	24.5	45.0		30.0	24.5	45.0		30.0
Max Q Clear Time (g_c+I1), s	12.0	21.0		22.1	15.4	6.8		0.0
Green Ext Time (p_c), s	0.0	7.6		1.3	1.1	8.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	335	317	331	467	247	142	369	136	114	661	126
Future Volume (veh/h)	135	335	317	331	467	247	142	369	136	114	661	126
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	141	349	0	345	486	0	148	384	0	119	689	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	184	510	0	525	1228	549	185	867	0	180	858	0
Arrive On Green	0.10	0.14	0.00	0.29	0.34	0.00	0.10	0.24	0.00	0.10	0.24	0.00
Sat Flow, veh/h	1792	3668	0	1792	3574	1599	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	141	349	0	345	486	0	148	384	0	119	689	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	1599	1792	1787	0	1792	1787	0
Q Serve(g_s), s	7.3	8.8	0.0	16.0	9.8	0.0	7.7	8.7	0.0	6.1	17.2	0.0
Cycle Q Clear(g_c), s	7.3	8.8	0.0	16.0	9.8	0.0	7.7	8.7	0.0	6.1	17.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	184	510	0	525	1228	549	185	867	0	180	858	0
V/C Ratio(X)	0.77	0.68	0.00	0.66	0.40	0.00	0.80	0.44	0.00	0.66	0.80	0.00
Avail Cap(c_a), veh/h	255	847	0	525	1228	549	217	922	0	217	922	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.5	38.7	0.0	29.4	23.7	0.0	41.6	30.5	0.0	41.1	34.0	0.0
Incr Delay (d2), s/veh	5.5	7.3	0.0	2.4	1.0	0.0	14.1	0.5	0.0	3.2	5.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	4.9	0.0	8.2	5.0	0.0	4.5	4.3	0.0	3.2	9.1	0.0
LnGrp Delay(d),s/veh	47.0	46.0	0.0	31.8	24.6	0.0	55.7	31.0	0.0	44.4	39.2	0.0
LnGrp LOS	D	D		C	C		E	C		D	D	
Approach Vol, veh/h		490			831			532			808	
Approach Delay, s/veh		46.3			27.6			37.9			40.0	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	28.3	14.3	38.1	14.1	28.5	33.4	19.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	11.5	24.5	13.5	25.5	11.5	24.5	16.5	* 23
Max Q Clear Time (g_c+I1), s	9.7	19.2	9.3	11.8	8.1	10.7	18.0	10.8
Green Ext Time (p_c), s	0.0	3.5	0.0	3.2	0.0	7.4	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	36.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	550	24	61	748	15	48	32	32	4	38	176
Future Volume (veh/h)	48	550	24	61	748	15	48	32	32	4	38	176
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	54	618	25	69	840	16	54	36	15	4	43	15
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	836	34	814	2221	42	154	94	32	49	261	227
Arrive On Green	0.08	0.24	0.24	0.92	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	3462	140	1774	3550	68	660	642	217	51	1791	1554
Grp Volume(v), veh/h	54	316	327	69	419	437	105	0	0	47	0	15
Grp Sat Flow(s),veh/h/ln	1774	1770	1832	1774	1770	1848	1519	0	0	1842	0	1554
Q Serve(g_s), s	2.7	15.6	15.7	0.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	2.7	15.6	15.7	0.3	0.0	0.0	5.9	0.0	0.0	2.1	0.0	0.8
Prop In Lane	1.00		0.08	1.00		0.04	0.51		0.14	0.09		1.00
Lane Grp Cap(c), veh/h	142	428	443	814	1107	1157	289	0	0	322	0	227
V/C Ratio(X)	0.38	0.74	0.74	0.08	0.38	0.38	0.36	0.00	0.00	0.15	0.00	0.07
Avail Cap(c_a), veh/h	215	708	733	814	1107	1157	582	0	0	673	0	530
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	33.2	33.3	2.1	0.0	0.0	36.9	0.0	0.0	35.5	0.0	35.0
Incr Delay (d2), s/veh	0.6	10.9	10.6	0.0	0.9	0.9	0.3	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(50%),veh/ln	1.4	8.9	9.2	0.2	0.3	0.3	2.5	0.0	0.0	1.1	0.0	0.3
LnGrp Delay(d),s/veh	42.1	44.1	43.8	2.1	0.9	0.9	37.2	0.0	0.0	35.6	0.0	35.0
LnGrp LOS	D	D	D	A	A	A	D			D		D
Approach Vol, veh/h		697			925			105			62	
Approach Delay, s/veh		43.8			1.0			37.2			35.5	
Approach LOS		D			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	28.0		18.5	12.1	64.4		18.5
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	* 38		32.4	11.5	37.0		32.4
Max Q Clear Time (g_c+I1), s	2.3	17.7		4.1	4.7	2.0		7.9
Green Ext Time (p_c), s	4.1	5.3		0.6	0.0	8.7		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	529	71	93	694	1	124	4	111	1	1	4
Future Volume (veh/h)	1	529	71	93	694	1	124	4	111	1	1	4
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	575	69	101	754	1	135	4	78	1	1	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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	5	1757	210	156	2319	3	166	5	96	4	4	0
Arrive On Green	0.00	0.55	0.55	0.18	1.00	1.00	0.16	0.16	0.16	0.01	0.00	0.00
Sat Flow, veh/h	1774	3171	379	1774	3627	5	1057	31	611	909	909	0
Grp Volume(v), veh/h	1	320	324	101	368	387	217	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1781	1774	1770	1862	1699	0	0	1817	0	0
Q Serve(g_s), s	0.1	9.4	9.4	5.0	0.0	0.0	11.7	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.4	9.4	5.0	0.0	0.0	11.7	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.00	0.62		0.36	0.50		0.00
Lane Grp Cap(c), veh/h	5	981	987	156	1132	1191	266	0	0	8	0	0
V/C Ratio(X)	0.21	0.33	0.33	0.65	0.33	0.33	0.82	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	215	981	987	196	1132	1191	544	0	0	180	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.3	11.5	11.5	37.7	0.0	0.0	38.5	0.0	0.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.9	0.9	2.1	0.7	0.7	2.3	0.0	0.0	6.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	4.8	2.5	0.2	0.2	5.7	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	54.5	12.4	12.4	39.9	0.7	0.7	40.9	0.0	0.0	53.1	0.0	0.0
LnGrp LOS	D	B	B	D	A	A	D			D		
Approach Vol, veh/h		645			856			217			2	
Approach Delay, s/veh		12.5			5.3			40.9			53.1	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	57.6		5.0	4.8	65.8		19.5
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	26.0		9.4	11.5	25.0		30.4
Max Q Clear Time (g_c+I1), s	7.0	11.4		2.1	2.1	2.0		13.7
Green Ext Time (p_c), s	0.0	9.3		0.0	0.0	12.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	540	7	1	497	97	1	0	0	163	1	246
Future Volume (veh/h)	93	540	7	1	497	97	1	0	0	163	1	246
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	99	574	6	1	529	0	1	0	0	173	1	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	852	2503	26	4	759	0	287	0	0	288	282	0
Arrive On Green	0.96	1.00	1.00	0.00	0.21	0.00	0.16	0.00	0.00	0.15	0.15	0.00
Sat Flow, veh/h	1774	3587	37	1774	3632	0	1390	0	0	1395	1863	0
Grp Volume(v), veh/h	99	283	297	1	529	0	1	0	0	173	1	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1855	1774	1770	0	1390	0	0	1395	1863	0
Q Serve(g_s), s	0.2	0.0	0.0	0.1	13.1	0.0	0.1	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.1	13.1	0.0	0.1	0.0	0.0	11.4	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	852	1235	1294	4	759	0	295	0	0	288	282	0
V/C Ratio(X)	0.12	0.23	0.23	0.26	0.70	0.00	0.00	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	852	1235	1294	177	1602	0	471	0	0	464	518	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	1.0	0.0	0.0	47.3	34.5	0.0	34.0	0.0	0.0	39.0	34.2	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.4	12.3	5.3	0.0	0.0	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(50%),veh/ln	0.1	0.1	0.1	0.0	6.9	0.0	0.0	0.0	0.0	4.4	0.0	0.0
LnGrp Delay(d),s/veh	1.0	0.4	0.4	59.7	39.7	0.0	34.0	0.0	0.0	39.8	34.2	0.0
LnGrp LOS	A	A	A	E	D		C			D	C	
Approach Vol, veh/h		679			530			1			174	
Approach Delay, s/veh		0.5			39.8			34.0			39.7	
Approach LOS		A			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	50.6	25.4		19.0	4.7	71.3		19.0
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	11.5	* 43		26.4	9.5	45.0		26.4
Max Q Clear Time (g_c+I1), s	2.2	15.1		13.4	2.1	2.0		2.1
Green Ext Time (p_c), s	3.3	5.1		0.2	0.0	5.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	62	404	2	1	0	319	525	21	62	894	161
Future Volume (veh/h)	151	62	404	2	1	0	319	525	21	62	894	161
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.92	0.95		1.00	1.00		0.92	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	182	104	94	2	1	0	384	633	24	75	1077	181
Adj No. of Lanes	1	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	368	289	181	80	0	407	2164	82	109	1372	230
Arrive On Green	0.20	0.20	0.20	0.21	0.20	0.00	0.23	0.62	0.62	0.06	0.46	0.46
Sat Flow, veh/h	1316	1863	1463	664	407	0	1774	3465	131	1774	3007	504
Grp Volume(v), veh/h	182	104	94	3	0	0	384	323	334	75	632	626
Grp Sat Flow(s),veh/h/ln	1316	1863	1463	1071	0	0	1774	1770	1827	1774	1770	1742
Q Serve(g_s), s	9.3	5.7	6.6	0.0	0.0	0.0	25.5	10.1	10.1	5.0	36.3	36.6
Cycle Q Clear(g_c), s	15.0	5.7	6.6	5.7	0.0	0.0	25.5	10.1	10.1	5.0	36.3	36.6
Prop In Lane	1.00		1.00	0.67		0.00	1.00		0.07	1.00		0.29
Lane Grp Cap(c), veh/h	324	368	289	271	0	0	407	1105	1141	109	807	794
V/C Ratio(X)	0.56	0.28	0.33	0.01	0.00	0.00	0.94	0.29	0.29	0.69	0.78	0.79
Avail Cap(c_a), veh/h	393	466	366	338	0	0	414	1105	1141	340	807	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	40.9	41.3	38.5	0.0	0.0	45.4	10.3	10.4	55.2	27.6	27.7
Incr Delay (d2), s/veh	0.6	0.2	0.2	0.0	0.0	0.0	29.4	0.7	0.7	2.9	7.5	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	2.9	2.7	0.1	0.0	0.0	15.8	5.1	5.2	2.5	19.4	19.3
LnGrp Delay(d),s/veh	45.1	41.1	41.5	38.5	0.0	0.0	74.9	11.0	11.0	58.1	35.1	35.5
LnGrp LOS	D	D	D	D			E	B	B	E	D	D
Approach Vol, veh/h		380			3			1041			1333	
Approach Delay, s/veh		43.1			38.5			34.6			36.6	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.6	59.7		28.7	11.3	79.9		28.7
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	28.6	48.0		30.0	23.0	53.0		30.0
Max Q Clear Time (g_c+I1), s	27.5	38.6		7.7	7.0	12.1		17.0
Green Ext Time (p_c), s	0.0	8.1		0.8	0.0	26.7		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	36.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	506	287	67	539	371	133	539	28	227	1335	97
Future Volume (veh/h)	75	506	287	67	539	371	133	539	28	227	1335	97
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	82	550	248	73	586	0	145	586	27	247	1451	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	131	689	310	128	1029	461	171	1184	54	273	1421	636
Arrive On Green	0.07	0.29	0.29	0.07	0.29	0.00	0.03	0.11	0.11	0.15	0.40	0.00
Sat Flow, veh/h	1792	2380	1070	1792	3574	1599	1792	3476	160	1792	3574	1599
Grp Volume(v), veh/h	82	413	385	73	586	0	145	301	312	247	1451	0
Grp Sat Flow(s),veh/h/ln	1792	1787	1663	1792	1787	1599	1792	1787	1849	1792	1787	1599
Q Serve(g_s), s	5.8	27.7	27.9	5.1	18.2	0.0	10.5	20.6	20.6	17.6	51.7	0.0
Cycle Q Clear(g_c), s	5.8	27.7	27.9	5.1	18.2	0.0	10.5	20.6	20.6	17.6	51.7	0.0
Prop In Lane	1.00		0.64	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	131	517	481	128	1029	461	171	609	630	273	1421	636
V/C Ratio(X)	0.63	0.80	0.80	0.57	0.57	0.00	0.85	0.49	0.50	0.91	1.02	0.00
Avail Cap(c_a), veh/h	145	550	512	145	1100	492	172	609	630	351	1421	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.98	0.98	0.98	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.5	42.7	42.7	58.4	39.4	0.0	62.0	47.2	47.2	54.2	39.2	0.0
Incr Delay (d2), s/veh	4.6	8.2	9.0	1.6	0.8	0.0	28.8	2.8	2.7	19.6	29.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	14.8	13.9	2.6	9.1	0.0	6.6	10.7	11.1	10.2	31.3	0.0
LnGrp Delay(d),s/veh	63.1	50.9	51.7	60.1	40.2	0.0	90.8	50.0	49.9	73.7	68.6	0.0
LnGrp LOS	E	D	D	E	D		F	D	D	E	F	
Approach Vol, veh/h		880			659			758			1698	
Approach Delay, s/veh		52.4			42.4			57.8			69.3	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	42.6	16.9	56.7	14.0	42.4	24.3	49.3
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	40.0	12.5	48.0	10.5	40.0	25.5	35.0
Max Q Clear Time (g_c+I1), s	7.1	29.9	12.5	53.7	7.8	20.2	19.6	22.6
Green Ext Time (p_c), s	0.0	7.2	0.0	0.0	0.0	11.8	0.2	10.8

Intersection Summary	
HCM 2010 Ctrl Delay	59.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	4	24	143	8	188	12	618	109	240	1496	7
Future Volume (veh/h)	8	4	24	143	8	188	12	618	109	240	1496	7
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.92	0.92		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	5	1	168	9	0	14	727	0	282	1760	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	403	81	407	506	0	61	1551	0	307	2085	9
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.00	0.03	0.44	0.00	0.17	0.58	0.58
Sat Flow, veh/h	1285	1482	296	1288	1863	0	1774	3632	0	1774	3612	16
Grp Volume(v), veh/h	9	0	6	168	9	0	14	727	0	282	862	906
Grp Sat Flow(s),veh/h/ln	1285	0	1779	1288	1863	0	1774	1770	0	1774	1770	1859
Q Serve(g_s), s	0.6	0.0	0.3	13.2	0.4	0.0	0.9	17.4	0.0	18.8	48.1	48.3
Cycle Q Clear(g_c), s	1.0	0.0	0.3	13.4	0.4	0.0	0.9	17.4	0.0	18.8	48.1	48.3
Prop In Lane	1.00		0.17	1.00		0.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	405	0	483	407	506	0	61	1551	0	307	1022	1073
V/C Ratio(X)	0.02	0.00	0.01	0.41	0.02	0.00	0.23	0.47	0.00	0.92	0.84	0.84
Avail Cap(c_a), veh/h	420	0	504	422	528	0	177	1551	0	325	1022	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	31.9	36.8	32.0	0.0	56.4	23.8	0.0	48.8	20.9	20.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.7	1.0	0.0	28.1	8.5	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	4.7	0.2	0.0	0.5	8.7	0.0	11.6	25.9	27.1
LnGrp Delay(d),s/veh	32.4	0.0	31.9	37.1	32.0	0.0	57.1	24.8	0.0	76.9	29.4	29.1
LnGrp LOS	C		C	D	C		E	C		E	C	C
Approach Vol, veh/h		15			177			741			2050	
Approach Delay, s/veh		32.2			36.8			25.4			35.8	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	74.3		37.6	24.8	57.6		37.6
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	22.0	50.0		34.0
Max Q Clear Time (g_c+I1), s	2.9	50.3		15.4	20.8	19.4		3.0
Green Ext Time (p_c), s	0.0	9.3		0.3	0.0	27.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	105	118	43	154	58	70	515	27	49	1501	66
Future Volume (veh/h)	74	105	118	43	154	58	70	515	27	49	1501	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	80	113	0	46	166	0	75	554	0	53	1614	0
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	166	286	0	113	395	0	116	2375	0	106	2355	0
Arrive On Green	0.17	0.16	0.00	0.17	0.16	0.00	0.06	0.66	0.00	0.12	1.00	0.00
Sat Flow, veh/h	714	1862	0	454	2534	0	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	94	99	0	106	106	0	75	554	0	53	1614	0
Grp Sat Flow(s),veh/h/ln	864	1626	0	1277	1626	0	1792	1787	0	1792	1787	0
Q Serve(g_s), s	8.6	7.1	0.0	5.1	7.6	0.0	5.3	8.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	16.2	7.1	0.0	12.2	7.6	0.0	5.3	8.0	0.0	3.6	0.0	0.0
Prop In Lane	0.85		0.00	0.43		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	197	262	0	255	262	0	116	2375	0	106	2355	0
V/C Ratio(X)	0.47	0.38	0.00	0.42	0.40	0.00	0.65	0.23	0.00	0.50	0.69	0.00
Avail Cap(c_a), veh/h	266	350	0	340	350	0	214	2375	0	145	2355	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.11	0.11	0.00
Uniform Delay (d), s/veh	55.1	48.7	0.0	51.0	48.9	0.0	59.4	8.7	0.0	55.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.0	0.4	0.4	0.0	2.3	0.2	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.2	0.0	3.6	3.4	0.0	2.7	4.0	0.0	1.8	0.1	0.0
LnGrp Delay(d),s/veh	55.8	49.0	0.0	51.4	49.3	0.0	61.6	8.9	0.0	55.7	0.2	0.0
LnGrp LOS	E	D		D	D		E	A		E	A	
Approach Vol, veh/h		193			212			629			1667	
Approach Delay, s/veh		52.3			50.3			15.2			1.9	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	91.9		26.0	12.9	91.1		26.0
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	15.6	10.0		18.2	7.3	2.0		14.2
Green Ext Time (p_c), s	0.0	46.2		1.1	0.0	47.7		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	5	3	162	7	143	5	197	95	189	209	21
Future Volume (veh/h)	13	5	3	162	7	143	5	197	95	189	209	21
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.88	0.90		0.88	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	5	1	169	7	30	5	205	81	197	218	20
Adj No. of Lanes	0	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	145	26	586	699	523	24	317	125	285	672	62
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.01	0.25	0.25	0.16	0.40	0.40
Sat Flow, veh/h	922	387	69	1268	1863	1393	1774	1257	496	1774	1680	154
Grp Volume(v), veh/h	20	0	0	169	7	30	5	0	286	197	0	238
Grp Sat Flow(s),veh/h/ln	1378	0	0	1268	1863	1393	1774	0	1753	1774	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	5.8	0.2	0.9	0.2	0.0	9.7	7.0	0.0	6.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	6.3	0.2	0.9	0.2	0.0	9.7	7.0	0.0	6.0
Prop In Lane	0.70		0.05	1.00		1.00	1.00		0.28	1.00		0.08
Lane Grp Cap(c), veh/h	621	0	0	586	699	523	24	0	443	285	0	734
V/C Ratio(X)	0.03	0.00	0.00	0.29	0.01	0.06	0.21	0.00	0.65	0.69	0.00	0.32
Avail Cap(c_a), veh/h	723	0	0	681	838	627	665	0	789	665	0	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	14.9	13.1	13.3	32.5	0.0	22.3	26.4	0.0	13.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	1.6	0.0	2.3	1.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.2	0.1	0.3	0.1	0.0	5.0	3.5	0.0	3.0
LnGrp Delay(d),s/veh	13.0	0.0	0.0	15.0	13.1	13.3	34.2	0.0	24.5	27.5	0.0	14.2
LnGrp LOS	B			B	B	B	C		C	C		B
Approach Vol, veh/h		20			206			291			435	
Approach Delay, s/veh		13.0			14.7			24.7			20.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		29.6	5.4	31.7		29.6	15.2	21.8
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		2.5	2.2	8.0		8.3	9.0	11.7
Green Ext Time (p_c), s		0.5	0.0	4.6		0.4	0.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	227	186	140	211	80	122	658	173	157	942	38
Future Volume (veh/h)	36	227	186	140	211	80	122	658	173	157	942	38
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	38	241	0	149	224	0	130	700	0	167	1002	0
Adj No. of Lanes	1	2	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	591	0	181	750	335	534	2292	714	193	1295	403
Arrive On Green	0.07	0.17	0.00	0.10	0.21	0.00	0.30	0.45	0.00	0.11	0.25	0.00
Sat Flow, veh/h	1774	3632	0	1774	3539	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	38	241	0	149	224	0	130	700	0	167	1002	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	2.5	7.3	0.0	9.9	6.4	0.0	6.6	10.5	0.0	11.1	21.9	0.0
Cycle Q Clear(g_c), s	2.5	7.3	0.0	9.9	6.4	0.0	6.6	10.5	0.0	11.1	21.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	591	0	181	750	335	534	2292	714	193	1295	403
V/C Ratio(X)	0.33	0.41	0.00	0.82	0.30	0.00	0.24	0.31	0.00	0.86	0.77	0.00
Avail Cap(c_a), veh/h	185	1018	0	259	1165	521	534	2292	714	229	1526	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.5	44.7	0.0	52.8	39.8	0.0	31.6	21.0	0.0	52.6	41.5	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	9.0	0.1	0.0	0.1	0.3	0.0	21.8	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.6	0.0	5.3	3.1	0.0	3.3	5.0	0.0	6.6	10.8	0.0
LnGrp Delay(d),s/veh	54.1	44.8	0.0	61.8	39.9	0.0	31.7	21.3	0.0	74.4	46.1	0.0
LnGrp LOS	D	D		E	D		C	C		E	D	
Approach Vol, veh/h		279			373			830			1169	
Approach Delay, s/veh		46.1			48.6			23.0			50.1	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.1	35.6	12.4	30.9	17.6	59.1	17.8	25.6
Change Period (Y+Rc), s	5.0	* 5	4.5	5.5	4.5	5.0	5.5	* 5.5
Max Green Setting (Gmax), s	12.5	* 36	12.5	39.5	15.5	33.0	17.5	* 35
Max Q Clear Time (g_c+I1), s	8.6	23.9	4.5	8.4	13.1	12.5	11.9	9.3
Green Ext Time (p_c), s	1.9	6.6	0.0	0.9	0.0	5.9	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	338	96	165	347	74	58	84	183	61	90	15
Future Volume (veh/h)	39	338	96	165	347	74	58	84	183	61	90	15
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	42	363	0	177	373	0	62	90	0	66	97	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	904	0	220	1109	496	277	291	0	215	347	0
Arrive On Green	0.07	0.26	0.00	0.12	0.31	0.00	0.16	0.16	0.00	0.17	0.16	0.00
Sat Flow, veh/h	1774	3632	0	1774	3539	1583	1774	1863	0	1362	2295	0
Grp Volume(v), veh/h	42	363	0	177	373	0	62	90	0	87	76	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1583	1774	1863	0	1795	1770	0
Q Serve(g_s), s	1.4	5.3	0.0	6.1	5.1	0.0	1.9	2.7	0.0	2.7	2.4	0.0
Cycle Q Clear(g_c), s	1.4	5.3	0.0	6.1	5.1	0.0	1.9	2.7	0.0	2.7	2.4	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	0.76		0.00
Lane Grp Cap(c), veh/h	117	904	0	220	1109	496	277	291	0	283	279	0
V/C Ratio(X)	0.36	0.40	0.00	0.80	0.34	0.00	0.22	0.31	0.00	0.31	0.27	0.00
Avail Cap(c_a), veh/h	567	2261	0	567	2261	1012	850	893	0	860	848	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.0	19.3	0.0	26.7	16.5	0.0	23.1	23.4	0.0	23.1	23.2	0.0
Incr Delay (d2), s/veh	0.7	0.4	0.0	2.6	0.3	0.0	0.2	0.2	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.6	0.0	3.1	2.5	0.0	0.9	1.4	0.0	1.3	1.2	0.0
LnGrp Delay(d),s/veh	28.6	19.7	0.0	29.3	16.8	0.0	23.3	23.6	0.0	23.4	23.4	0.0
LnGrp LOS	C	B		C	B		C	C		C	C	
Approach Vol, veh/h		405			550			152			163	
Approach Delay, s/veh		20.7			20.8			23.5			23.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	25.1		14.4	12.3	21.5		14.5
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	3.4	7.1		4.7	8.1	7.3		4.7
Green Ext Time (p_c), s	0.0	7.7		0.4	0.1	7.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	325	113	217	414	81	131	651	173	131	1262	102
Future Volume (veh/h)	101	325	113	217	414	81	131	651	173	131	1262	102
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	107	346	0	231	440	0	139	693	0	139	1343	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	767	343	255	1009	452	297	2001	623	163	1579	492
Arrive On Green	0.08	0.22	0.00	0.14	0.29	0.00	0.34	0.79	0.00	0.09	0.31	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	107	346	0	231	440	0	139	693	0	139	1343	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	7.7	11.0	0.0	16.7	13.2	0.0	8.0	5.2	0.0	10.0	32.2	0.0
Cycle Q Clear(g_c), s	7.7	11.0	0.0	16.7	13.2	0.0	8.0	5.2	0.0	10.0	32.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	767	343	255	1009	452	297	2001	623	163	1579	492
V/C Ratio(X)	0.80	0.45	0.00	0.91	0.44	0.00	0.47	0.35	0.00	0.85	0.85	0.00
Avail Cap(c_a), veh/h	212	858	384	280	1009	452	297	2001	623	212	1663	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.00	0.94	0.94	0.00	0.82	0.82	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.1	44.2	0.0	54.8	37.9	0.0	38.7	8.9	0.0	58.1	42.0	0.0
Incr Delay (d2), s/veh	3.7	0.5	0.0	26.6	0.4	0.0	0.4	0.4	0.0	18.2	6.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	5.4	0.0	10.0	6.5	0.0	4.0	2.4	0.0	5.8	15.9	0.0
LnGrp Delay(d),s/veh	62.9	44.7	0.0	81.4	38.3	0.0	39.0	9.3	0.0	76.4	48.0	0.0
LnGrp LOS	E	D		F	D		D	A		E	D	
Approach Vol, veh/h		453			671			832			1482	
Approach Delay, s/veh		49.0			53.2			14.3			50.6	
Approach LOS		D			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	33.7	27.3	45.9	14.3	42.6	16.5	56.7
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	20.5	31.5	15.5	* 43	15.5	36.5	15.5	42.5
Max Q Clear Time (g_c+I1), s	19.7	13.0	10.0	34.2	9.7	15.2	12.0	7.2
Green Ext Time (p_c), s	0.0	5.8	2.6	6.2	0.0	7.0	0.0	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	384	79	193	602	63	88	186	194	85	182	86
Future Volume (veh/h)	88	384	79	193	602	63	88	186	194	85	182	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827	1827	1827	1827
Adj Flow Rate, veh/h	91	396	0	199	621	0	91	192	0	88	188	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	139	684	306	508	1454	650	154	432	368	138	415	353
Arrive On Green	0.08	0.20	0.00	0.29	0.42	0.00	0.09	0.24	0.00	0.08	0.23	0.00
Sat Flow, veh/h	1740	3471	1553	1740	3471	1553	1740	1827	1553	1740	1827	1553
Grp Volume(v), veh/h	91	396	0	199	621	0	91	192	0	88	188	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1740	1736	1553	1740	1827	1553	1740	1827	1553
Q Serve(g_s), s	5.3	10.9	0.0	9.6	13.3	0.0	5.3	9.4	0.0	5.2	9.3	0.0
Cycle Q Clear(g_c), s	5.3	10.9	0.0	9.6	13.3	0.0	5.3	9.4	0.0	5.2	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	684	306	508	1454	650	154	432	368	138	415	353
V/C Ratio(X)	0.66	0.58	0.00	0.39	0.43	0.00	0.59	0.44	0.00	0.64	0.45	0.00
Avail Cap(c_a), veh/h	207	975	436	508	1454	650	191	435	370	191	435	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	46.9	38.2	0.0	29.7	21.6	0.0	46.0	34.2	0.0	46.9	34.9	0.0
Incr Delay (d2), s/veh	1.7	3.0	0.0	0.2	0.9	0.0	1.3	1.0	0.0	1.7	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.5	0.0	4.6	6.6	0.0	2.6	4.9	0.0	2.5	4.8	0.0
LnGrp Delay(d),s/veh	48.6	41.2	0.0	29.9	22.5	0.0	47.4	35.2	0.0	48.6	36.0	0.0
LnGrp LOS	D	D		C	C		D	D		D	D	
Approach Vol, veh/h		487			820			283			276	
Approach Delay, s/veh		42.6			24.3			39.1			40.0	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	26.2	13.8	28.9	12.9	49.5	12.8	29.9
Change Period (Y+Rc), s	5.5	* 5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	19.5	* 30	11.5	25.0	12.5	36.5	11.5	25.0
Max Q Clear Time (g_c+I1), s	11.6	12.9	7.3	11.3	7.3	15.3	7.2	11.4
Green Ext Time (p_c), s	3.1	3.1	0.0	2.5	0.0	5.2	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	267	82	19	686	30	45	67	23	55	138	109
Future Volume (veh/h)	49	267	82	19	686	30	45	67	23	55	138	109
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.96	0.98		0.98	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	52	281	67	20	722	30	47	71	9	58	145	18
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	637	148	759	2018	84	221	316	40	272	364	298
Arrive On Green	0.08	0.23	0.23	0.43	0.58	0.58	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1774	2789	647	1774	3457	144	1198	1616	205	1287	1863	1524
Grp Volume(v), veh/h	52	175	173	20	369	383	47	0	80	58	145	18
Grp Sat Flow(s),veh/h/ln	1774	1770	1666	1774	1770	1831	1198	0	1821	1287	1863	1524
Q Serve(g_s), s	2.9	8.9	9.4	0.7	11.5	11.5	3.7	0.0	3.9	4.2	7.1	1.0
Cycle Q Clear(g_c), s	2.9	8.9	9.4	0.7	11.5	11.5	10.9	0.0	3.9	8.1	7.1	1.0
Prop In Lane	1.00		0.39	1.00		0.08	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	145	404	380	759	1033	1069	221	0	356	272	364	298
V/C Ratio(X)	0.36	0.43	0.45	0.03	0.36	0.36	0.21	0.00	0.22	0.21	0.40	0.06
Avail Cap(c_a), veh/h	211	683	643	759	1033	1069	414	0	648	479	663	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	34.7	34.9	17.4	11.5	11.5	41.6	0.0	35.6	38.9	36.9	34.4
Incr Delay (d2), s/veh	0.6	3.4	3.9	0.0	1.0	0.9	0.2	0.0	0.1	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.7	4.7	0.3	5.9	6.1	1.3	0.0	2.0	1.5	3.7	0.4
LnGrp Delay(d),s/veh	46.2	38.1	38.8	17.4	12.5	12.4	41.8	0.0	35.7	39.1	37.1	34.4
LnGrp LOS	D	D	D	B	B	B	D		D	D	D	C
Approach Vol, veh/h		400			772			127			221	
Approach Delay, s/veh		39.4			12.6			37.9			37.4	
Approach LOS		D			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	50.4	29.5		25.1	13.1	66.8		25.1
Change Period (Y+Rc), s	5.5	* 5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	12.5	* 41		37.4	12.5	40.5		37.4
Max Q Clear Time (g_c+I1), s	12.7	11.4		10.1	4.9	13.5		12.9
Green Ext Time (p_c), s	4.2	3.0		1.0	0.0	7.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	479	254	351	789	162	158	793	432	83	900	183
Future Volume (veh/h)	229	479	254	351	789	162	158	793	432	83	900	183
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	244	510	0	373	839	0	168	844	0	88	957	0
Adj No. of Lanes	1	3	0	1	3	1	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	1231	0	266	1270	396	184	1915	596	131	1761	548
Arrive On Green	0.14	0.24	0.00	0.15	0.25	0.00	0.10	0.38	0.00	0.10	0.46	0.00
Sat Flow, veh/h	1774	5253	0	1774	5085	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	244	510	0	373	839	0	168	844	0	88	957	0
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1695	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	17.8	11.0	0.0	19.5	19.3	0.0	12.2	16.1	0.0	6.2	17.6	0.0
Cycle Q Clear(g_c), s	17.8	11.0	0.0	19.5	19.3	0.0	12.2	16.1	0.0	6.2	17.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	1231	0	266	1270	396	184	1915	596	131	1761	548
V/C Ratio(X)	0.97	0.41	0.00	1.40	0.66	0.00	0.91	0.44	0.00	0.67	0.54	0.00
Avail Cap(c_a), veh/h	252	1486	0	266	1526	475	184	1915	596	157	1761	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	55.4	41.5	0.0	55.3	43.8	0.0	57.7	30.3	0.0	57.1	27.7	0.0
Incr Delay (d2), s/veh	46.9	0.3	0.0	201.9	0.8	0.0	41.4	0.7	0.0	3.8	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	5.2	0.0	24.5	9.1	0.0	8.1	7.7	0.0	3.2	8.4	0.0
LnGrp Delay(d),s/veh	102.4	41.8	0.0	257.1	44.6	0.0	99.1	31.0	0.0	60.9	28.5	0.0
LnGrp LOS	F	D		F	D		F	C		E	C	
Approach Vol, veh/h		754			1212			1012			1045	
Approach Delay, s/veh		61.4			110.0			42.3			31.3	
Approach LOS		E			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	37.5	18.0	50.5	23.0	38.5	14.1	54.4
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	19.5	38.0	13.5	38.5	18.5	39.0	11.5	40.5
Max Q Clear Time (g_c+I1), s	21.5	13.0	14.2	19.6	19.8	21.3	8.2	18.1
Green Ext Time (p_c), s	0.0	11.2	0.0	14.3	0.0	9.3	0.0	16.3

Intersection Summary	
HCM 2010 Ctrl Delay	63.4
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	321	113	133	400	206	136	775	86	84	1227	372
Future Volume (veh/h)	232	321	113	133	400	206	136	775	86	84	1227	372
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	239	331	86	137	412	32	140	799	84	87	1265	265
Adj No. of Lanes	2	2	0	1	2	1	2	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	287	494	126	159	651	287	242	1645	173	121	1796	792
Arrive On Green	0.08	0.18	0.18	0.09	0.19	0.19	0.07	0.51	0.51	0.07	0.51	0.51
Sat Flow, veh/h	3408	2756	705	1757	3505	1544	3408	3197	336	1757	3505	1545
Grp Volume(v), veh/h	239	209	208	137	412	32	140	438	445	87	1265	265
Grp Sat Flow(s),veh/h/ln	1704	1752	1708	1757	1752	1544	1704	1752	1780	1757	1752	1545
Q Serve(g_s), s	9.7	15.5	16.0	10.8	15.2	2.4	5.6	22.6	22.7	6.8	38.5	14.1
Cycle Q Clear(g_c), s	9.7	15.5	16.0	10.8	15.2	2.4	5.6	22.6	22.7	6.8	38.5	14.1
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	287	314	306	159	651	287	242	902	916	121	1796	792
V/C Ratio(X)	0.83	0.66	0.68	0.86	0.63	0.11	0.58	0.49	0.49	0.72	0.70	0.33
Avail Cap(c_a), veh/h	523	482	470	169	764	336	280	902	916	144	1796	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	53.5	53.7	62.8	52.6	47.4	63.0	22.0	22.0	63.8	26.0	20.1
Incr Delay (d2), s/veh	2.4	3.4	3.8	30.2	1.7	0.2	0.8	1.9	1.8	9.5	2.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	7.8	7.8	6.6	7.5	1.1	2.7	11.4	11.6	3.6	19.2	6.2
LnGrp Delay(d),s/veh	65.6	56.9	57.5	93.0	54.3	47.6	63.8	23.9	23.8	73.3	28.4	21.2
LnGrp LOS	E	E	E	F	D	D	E	C	C	E	C	C
Approach Vol, veh/h		656			581			1023			1617	
Approach Delay, s/veh		60.3			63.0			29.3			29.6	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	77.7	16.3	31.5	14.2	78.0	17.2	30.6
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	11.5	56.0	21.5	30.5	11.5	56.0	13.5	38.5
Max Q Clear Time (g_c+I1), s	17.6	40.5	11.7	17.2	8.8	24.7	12.8	18.0
Green Ext Time (p_c), s	0.0	13.8	0.1	5.6	0.0	25.8	0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	39.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	259	70	157	608	222	158	641	216	156	516	371
Future Volume (veh/h)	196	259	70	157	608	222	158	641	216	156	516	371
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	236	312	0	189	733	0	190	772	0	188	622	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	264	959	0	219	868	0	222	1079	0	218	1071	0
Arrive On Green	0.15	0.27	0.00	0.12	0.24	0.00	0.04	0.10	0.00	0.12	0.30	0.00
Sat Flow, veh/h	1792	3668	0	1792	3668	0	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	236	312	0	189	733	0	190	772	0	188	622	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	0	1792	1787	0	1792	1787	0
Q Serve(g_s), s	13.6	7.3	0.0	10.9	20.5	0.0	11.1	22.0	0.0	10.8	15.5	0.0
Cycle Q Clear(g_c), s	13.6	7.3	0.0	10.9	20.5	0.0	11.1	22.0	0.0	10.8	15.5	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	959	0	219	868	0	222	1079	0	218	1071	0
V/C Ratio(X)	0.89	0.33	0.00	0.86	0.84	0.00	0.85	0.72	0.00	0.86	0.58	0.00
Avail Cap(c_a), veh/h	264	959	0	264	936	0	247	1079	0	247	1071	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	30.8	0.0	45.2	37.9	0.0	49.4	42.9	0.0	45.2	31.2	0.0
Incr Delay (d2), s/veh	28.5	0.3	0.0	18.8	7.1	0.0	18.0	3.4	0.0	21.2	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	3.7	0.0	6.5	10.9	0.0	6.6	11.4	0.0	6.6	7.9	0.0
LnGrp Delay(d),s/veh	72.4	31.1	0.0	64.0	45.0	0.0	67.4	46.3	0.0	66.5	33.5	0.0
LnGrp LOS	E	C		E	D		E	D		E	C	
Approach Vol, veh/h		548			922			962			810	
Approach Delay, s/veh		48.9			48.9			50.5			41.1	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	36.5	17.3	33.7	17.3	36.7	20.0	31.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	14.5	28.0	15.5	27.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	13.1	17.5	12.9	9.3	12.8	24.0	15.6	22.5
Green Ext Time (p_c), s	0.0	7.5	0.0	8.5	0.0	3.2	0.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	72	53	104	61	165	32	701	57	70	736	40
Future Volume (veh/h)	50	72	53	104	61	165	32	701	57	70	736	40
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	61	88	45	127	74	157	39	855	64	85	898	45
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	146	202	92	183	99	184	93	1724	129	125	1834	92
Arrive On Green	0.29	0.28	0.28	0.29	0.28	0.28	0.05	0.51	0.51	0.02	0.17	0.17
Sat Flow, veh/h	356	712	323	480	350	649	1792	3366	252	1792	3459	173
Grp Volume(v), veh/h	194	0	0	358	0	0	39	454	465	85	464	479
Grp Sat Flow(s),veh/h/ln	1391	0	0	1480	0	0	1792	1787	1830	1792	1787	1845
Q Serve(g_s), s	0.0	0.0	0.0	12.5	0.0	0.0	2.2	17.4	17.4	4.9	24.6	24.6
Cycle Q Clear(g_c), s	11.4	0.0	0.0	23.9	0.0	0.0	2.2	17.4	17.4	4.9	24.6	24.6
Prop In Lane	0.31		0.23	0.35		0.44	1.00		0.14	1.00		0.09
Lane Grp Cap(c), veh/h	448	0	0	475	0	0	93	915	937	125	947	978
V/C Ratio(X)	0.43	0.00	0.00	0.75	0.00	0.00	0.42	0.50	0.50	0.68	0.49	0.49
Avail Cap(c_a), veh/h	528	0	0	554	0	0	264	915	937	264	947	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.13	0.13	0.13
Uniform Delay (d), s/veh	30.5	0.0	0.0	35.4	0.0	0.0	48.3	16.8	16.8	50.1	30.5	30.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	3.9	0.0	0.0	1.1	1.9	1.9	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	10.2	0.0	0.0	1.1	9.1	9.3	2.5	12.2	12.6
LnGrp Delay(d),s/veh	30.8	0.0	0.0	39.3	0.0	0.0	49.4	18.7	18.6	50.4	30.7	30.7
LnGrp LOS	C			D			D	B	B	D	C	C
Approach Vol, veh/h		194			358			958			1028	
Approach Delay, s/veh		30.8			39.3			19.9			32.4	
Approach LOS		C			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	60.7		34.4	11.8	58.8		34.4
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	4.2	26.6		25.9	6.9	19.4		13.4
Green Ext Time (p_c), s	0.0	10.7		1.9	0.0	15.2		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	296	91	108	326	256	52	329	44	281	268	359
Future Volume (veh/h)	114	296	91	108	326	256	52	329	44	281	268	359
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	133	344	18	126	379	193	60	383	43	327	312	116
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	199	514	427	198	628	315	178	692	77	359	591	495
Arrive On Green	0.11	0.27	0.27	0.11	0.27	0.27	0.10	0.21	0.21	0.20	0.31	0.31
Sat Flow, veh/h	1792	1881	1562	1792	2304	1156	1792	3243	362	1792	1881	1573
Grp Volume(v), veh/h	133	344	18	126	293	279	60	210	216	327	312	116
Grp Sat Flow(s),veh/h/ln	1792	1881	1562	1792	1787	1673	1792	1787	1817	1792	1881	1573
Q Serve(g_s), s	6.9	15.7	0.8	6.5	13.7	14.0	3.0	10.1	10.2	17.2	13.1	5.3
Cycle Q Clear(g_c), s	6.9	15.7	0.8	6.5	13.7	14.0	3.0	10.1	10.2	17.2	13.1	5.3
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	199	514	427	198	487	456	178	382	388	359	591	495
V/C Ratio(X)	0.67	0.67	0.04	0.64	0.60	0.61	0.34	0.55	0.56	0.91	0.53	0.23
Avail Cap(c_a), veh/h	465	879	730	465	835	781	558	835	849	558	879	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	31.1	25.7	41.0	30.5	30.6	40.4	33.8	33.8	37.7	27.1	24.4
Incr Delay (d2), s/veh	1.5	2.1	0.1	1.3	1.7	1.9	0.4	1.8	1.8	9.8	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.4	0.4	3.3	7.0	6.7	1.5	5.1	5.3	9.5	7.0	2.3
LnGrp Delay(d),s/veh	42.6	33.3	25.8	42.3	32.2	32.5	40.8	35.5	35.6	47.5	28.2	24.8
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	C	C
Approach Vol, veh/h		495			698			486			755	
Approach Delay, s/veh		35.5			34.1			36.2			36.0	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	31.8	14.1	35.3	15.2	31.8	23.8	25.6
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	25.0	45.0	30.0	45.0	25.0	45.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	8.9	17.7	5.0	15.1	8.9	16.0	19.2	12.2
Green Ext Time (p_c), s	0.0	8.6	0.0	7.6	0.0	8.7	0.1	7.8

Intersection Summary	
HCM 2010 Ctrl Delay	35.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	279	522	399	350	29	99	176	155	48	955	51
Future Volume (veh/h)	34	279	522	399	350	29	99	176	155	48	955	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	36	297	0	424	372	0	105	187	0	51	1016	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	199	398	178	388	774	346	566	1548	693	96	1120	501
Arrive On Green	0.12	0.12	0.00	0.22	0.22	0.00	0.17	0.45	0.00	0.06	0.33	0.00
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	3343	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	36	297	0	424	372	0	105	187	0	51	1016	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1672	1719	1538	1723	1719	1538
Q Serve(g_s), s	2.6	11.7	0.0	31.5	13.2	0.0	3.8	4.4	0.0	4.0	39.6	0.0
Cycle Q Clear(g_c), s	2.6	11.7	0.0	31.5	13.2	0.0	3.8	4.4	0.0	4.0	39.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	398	178	388	774	346	566	1548	693	96	1120	501
V/C Ratio(X)	0.18	0.75	0.00	1.09	0.48	0.00	0.19	0.12	0.00	0.53	0.91	0.00
Avail Cap(c_a), veh/h	363	724	324	388	774	346	566	1548	693	129	1179	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.9	59.9	0.0	54.3	47.1	0.0	49.9	22.4	0.0	64.4	45.2	0.0
Incr Delay (d2), s/veh	0.6	4.0	0.0	73.2	0.7	0.0	0.1	0.2	0.0	1.7	12.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.8	0.0	22.9	6.3	0.0	1.8	2.1	0.0	2.0	20.7	0.0
LnGrp Delay(d),s/veh	56.5	63.9	0.0	127.5	47.8	0.0	49.9	22.5	0.0	66.1	57.3	0.0
LnGrp LOS	E	E		F	D		D	C		E	E	
Approach Vol, veh/h		333			796			292			1067	
Approach Delay, s/veh		63.1			90.3			32.4			57.7	
Approach LOS		E			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.3	69.0		21.7	29.7	51.6		37.0
Change Period (Y+Rc), s	4.5	6.0		5.5	6.0	* 6		5.5
Max Green Setting (Gmax), s	10.5	47.0		29.5	9.5	* 48		31.5
Max Q Clear Time (g_c+I1), s	6.0	6.4		13.7	5.8	41.6		33.5
Green Ext Time (p_c), s	0.0	1.4		2.2	0.3	4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.9
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	154	428	238	386	42	184	142	36	44	607	309
Future Volume (veh/h)	97	154	428	238	386	42	184	142	36	44	607	309
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	104	166	252	256	415	17	198	153	22	47	653	91
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	136	564	478	304	586	490	767	1239	175	105	805	344
Arrive On Green	0.08	0.31	0.31	0.09	0.32	0.32	0.23	0.40	0.40	0.06	0.23	0.23
Sat Flow, veh/h	1757	1845	1563	3408	1845	1543	3408	3082	436	1757	3505	1495
Grp Volume(v), veh/h	104	166	252	256	415	17	198	86	89	47	653	91
Grp Sat Flow(s),veh/h/ln	1757	1845	1563	1704	1845	1543	1704	1752	1765	1757	1752	1495
Q Serve(g_s), s	8.1	9.6	10.5	10.4	27.7	1.1	6.7	4.3	4.4	3.6	24.7	5.6
Cycle Q Clear(g_c), s	8.1	9.6	10.5	10.4	27.7	1.1	6.7	4.3	4.4	3.6	24.7	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	136	564	478	304	586	490	767	705	710	105	805	344
V/C Ratio(X)	0.77	0.29	0.53	0.84	0.71	0.03	0.26	0.12	0.13	0.45	0.81	0.26
Avail Cap(c_a), veh/h	169	564	478	499	586	490	767	705	710	245	1064	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.4	37.1	12.7	62.8	42.0	32.9	44.6	26.3	26.4	63.6	51.0	28.8
Incr Delay (d2), s/veh	11.4	1.3	4.1	3.2	7.1	0.1	0.1	0.4	0.4	1.1	8.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.1	5.1	5.0	15.2	0.5	3.2	2.1	2.2	1.8	12.9	2.5
LnGrp Delay(d),s/veh	74.8	38.4	16.8	66.0	49.1	33.1	44.7	26.7	26.7	64.7	59.7	30.7
LnGrp LOS	E	D	B	E	D	C	D	C	C	E	E	C
Approach Vol, veh/h		522			688			373			791	
Approach Delay, s/veh		35.2			55.0			36.2			56.7	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	61.8	17.0	48.3	37.0	37.7	15.3	50.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	5.5	* 5.5	4.5	5.5
Max Green Setting (Gmax), s	19.5	42.5	20.5	37.5	19.5	* 43	13.5	44.5
Max Q Clear Time (g_c+I1), s	15.6	6.4	12.4	12.5	8.7	26.7	10.1	29.7
Green Ext Time (p_c), s	0.0	1.2	0.1	6.6	0.9	5.5	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	129	250	44	83	71	153	279	19	167	999	18
Future Volume (veh/h)	10	129	250	44	83	71	153	279	19	167	999	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	12	152	12	52	98	9	180	328	17	196	1175	20
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	57	467	37	149	630	57	228	535	28	654	1476	25
Arrive On Green	0.03	0.14	0.14	0.08	0.19	0.21	0.13	0.15	0.15	0.37	0.41	0.41
Sat Flow, veh/h	1792	3357	263	1792	3310	300	1792	3457	179	1792	3596	61
Grp Volume(v), veh/h	12	80	84	52	52	55	180	169	176	196	584	611
Grp Sat Flow(s),veh/h/ln	1792	1787	1833	1792	1787	1823	1792	1787	1848	1792	1787	1870
Q Serve(g_s), s	0.6	3.5	3.5	2.3	2.1	2.1	8.3	7.5	7.6	6.7	24.4	24.4
Cycle Q Clear(g_c), s	0.6	3.5	3.5	2.3	2.1	2.1	8.3	7.5	7.6	6.7	24.4	24.4
Prop In Lane	1.00		0.14	1.00		0.16	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	57	249	255	149	340	347	228	277	286	654	734	768
V/C Ratio(X)	0.21	0.32	0.33	0.35	0.15	0.16	0.79	0.61	0.62	0.30	0.80	0.80
Avail Cap(c_a), veh/h	525	628	644	525	628	641	315	942	975	654	942	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	33.1	33.1	37.0	28.8	28.7	36.2	33.7	33.7	19.3	22.0	22.0
Incr Delay (d2), s/veh	0.7	1.1	1.1	0.5	0.3	0.3	6.0	3.1	3.0	0.1	4.3	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.8	1.8	1.2	1.1	1.1	4.5	3.9	4.1	3.3	12.9	13.4
LnGrp Delay(d),s/veh	40.9	34.2	34.2	37.5	29.1	29.0	42.1	36.8	36.7	19.4	26.3	26.2
LnGrp LOS	D	C	C	D	C	C	D	D	D	B	C	C
Approach Vol, veh/h		176			159			525			1391	
Approach Delay, s/veh		34.6			31.8			38.6			25.3	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	19.2	11.6	17.4	15.3	41.0	7.2	21.7
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	15.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	10.7	9.6	4.3	5.5	10.3	26.4	2.6	4.1
Green Ext Time (p_c), s	8.8	2.8	0.0	2.1	0.0	8.6	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Notes

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	64	8	17	262	1	24	0	29	3	9	38
Future Vol, veh/h	11	64	8	17	262	1	24	0	29	3	9	38
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	13	74	9	20	305	1	28	0	34	3	10	44
Number of Lanes	1	2	0	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	8.2	9.2	8.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	45%	100%	0%	0%	16%	0%	0%	6%
Vol Thru, %	0%	0%	100%	73%	84%	100%	0%	18%
Vol Right, %	55%	0%	0%	27%	0%	0%	100%	76%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	11	43	29	104	175	1	50
LT Vol	24	11	0	0	17	0	0	3
Through Vol	0	0	43	21	87	175	0	9
RT Vol	29	0	0	8	0	0	1	38
Lane Flow Rate	62	13	50	34	121	203	1	58
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.092	0.02	0.071	0.047	0.169	0.278	0.001	0.081
Departure Headway (Hd)	5.369	5.63	5.128	4.936	5.005	4.923	4.22	5.033
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	667	636	698	725	717	731	848	711
Service Time	3.103	3.364	2.862	2.67	2.732	2.65	1.947	2.769
HCM Lane V/C Ratio	0.093	0.02	0.072	0.047	0.169	0.278	0.001	0.082
HCM Control Delay	8.6	8.5	8.3	7.9	8.8	9.5	7	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.1	0.6	1.1	0	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	134	129	81	533	47	62	82	31	28	172	145
Future Volume (veh/h)	49	134	129	81	533	47	62	82	31	28	172	145
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.80	0.85		0.76	0.90		0.61
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1900	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	65	179	0	108	711	54	83	109	32	37	229	157
Adj No. of Lanes	1	1	1	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	150	705	599	177	1287	98	109	125	29	316	290	199
Arrive On Green	0.08	0.37	0.00	0.10	0.39	0.39	0.37	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1792	1881	1599	1792	3300	250	140	350	82	1134	809	555
Grp Volume(v), veh/h	65	179	0	108	385	380	224	0	0	37	0	386
Grp Sat Flow(s),veh/h/ln	1792	1881	1599	1792	1787	1763	572	0	0	1134	0	1364
Q Serve(g_s), s	2.9	5.5	0.0	4.8	14.0	14.1	9.4	0.0	0.0	0.0	0.0	21.2
Cycle Q Clear(g_c), s	2.9	5.5	0.0	4.8	14.0	14.1	30.6	0.0	0.0	3.3	0.0	21.2
Prop In Lane	1.00		1.00	1.00		0.14	0.37		0.14	1.00		0.41
Lane Grp Cap(c), veh/h	150	705	599	177	697	687	268	0	0	316	0	488
V/C Ratio(X)	0.43	0.25	0.00	0.61	0.55	0.55	0.84	0.00	0.00	0.12	0.00	0.79
Avail Cap(c_a), veh/h	428	705	599	428	747	736	268	0	0	316	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	18.1	0.0	36.2	19.9	19.9	30.3	0.0	0.0	18.3	0.0	24.1
Incr Delay (d2), s/veh	0.7	0.3	0.0	1.3	1.0	1.1	19.1	0.0	0.0	0.1	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.9	0.0	2.5	7.0	7.1	6.5	0.0	0.0	0.6	0.0	9.0
LnGrp Delay(d),s/veh	37.2	18.4	0.0	37.5	20.9	21.0	49.3	0.0	0.0	18.4	0.0	31.9
LnGrp LOS	D	B		D	C	C	D			B		C
Approach Vol, veh/h		244			873			224			423	
Approach Delay, s/veh		23.4			23.0			49.3			30.8	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.8	36.4		34.6	11.5	37.7		34.6
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	20.0	30.0		30.0	20.0	35.0		30.0
Max Q Clear Time (g_c+I1), s	6.8	7.5		32.6	4.9	16.1		23.2
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	7.8		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	1282	211	207	794	118	158	937	193	157	674	103
Future Volume (veh/h)	231	1282	211	207	794	118	158	937	193	157	674	103
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	241	1335	0	216	827	47	165	976	0	164	702	0
Adj No. of Lanes	2	3	0	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	292	1571	0	509	1358	598	190	976	437	189	974	436
Arrive On Green	0.08	0.31	0.00	0.15	0.38	0.38	0.11	0.27	0.00	0.11	0.27	0.00
Sat Flow, veh/h	3476	5305	0	3476	3574	1574	1792	3574	1599	1792	3574	1599
Grp Volume(v), veh/h	241	1335	0	216	827	47	165	976	0	164	702	0
Grp Sat Flow(s),veh/h/ln	1738	1712	0	1738	1787	1574	1792	1787	1599	1792	1787	1599
Q Serve(g_s), s	8.9	31.7	0.0	7.4	24.3	2.5	11.8	35.5	0.0	11.7	23.1	0.0
Cycle Q Clear(g_c), s	8.9	31.7	0.0	7.4	24.3	2.5	11.8	35.5	0.0	11.7	23.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	1571	0	509	1358	598	190	976	437	189	974	436
V/C Ratio(X)	0.83	0.85	0.00	0.42	0.61	0.08	0.87	1.00	0.00	0.87	0.72	0.00
Avail Cap(c_a), veh/h	334	1659	0	509	1358	598	214	976	437	214	976	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	42.3	0.0	50.5	32.5	25.8	57.2	47.2	0.0	57.3	42.8	0.0
Incr Delay (d2), s/veh	12.4	6.0	0.0	0.2	2.0	0.3	25.6	28.8	0.0	25.3	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	15.8	0.0	3.6	12.3	1.1	7.2	21.4	0.0	7.2	11.8	0.0
LnGrp Delay(d),s/veh	71.0	48.3	0.0	50.7	34.5	26.0	82.8	76.0	0.0	82.6	45.7	0.0
LnGrp LOS	E	D		D	C	C	F	E		F	D	
Approach Vol, veh/h		1576			1090			1141			866	
Approach Delay, s/veh		51.8			37.4			77.0			52.7	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	55.4	18.2	41.0	25.0	45.8	18.3	40.9
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	12.5	46.0	15.5	35.5	16.5	* 42	15.5	35.5
Max Q Clear Time (g_c+I1), s	10.9	26.3	13.7	37.5	9.4	33.7	13.8	25.1
Green Ext Time (p_c), s	0.0	7.4	0.0	0.0	3.9	6.1	0.0	8.3

Intersection Summary	
HCM 2010 Ctrl Delay	54.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	66	25	232	65	46	32	1446	504	185	938	49
Future Volume (veh/h)	77	66	25	232	65	46	32	1446	504	185	938	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.97		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	69	21	244	68	0	34	1522	0	195	987	48
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	209	58	365	84	0	99	1582	708	227	2576	125
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.00	0.05	0.44	0.00	0.13	0.51	0.51
Sat Flow, veh/h	710	729	201	1050	293	0	1810	3610	1615	1810	5061	246
Grp Volume(v), veh/h	171	0	0	312	0	0	34	1522	0	195	674	361
Grp Sat Flow(s),veh/h/ln	1640	0	0	1343	0	0	1810	1805	1615	1810	1729	1849
Q Serve(g_s), s	0.0	0.0	0.0	14.0	0.0	0.0	1.8	41.5	0.0	10.7	12.0	12.1
Cycle Q Clear(g_c), s	8.0	0.0	0.0	22.1	0.0	0.0	1.8	41.5	0.0	10.7	12.0	12.1
Prop In Lane	0.47		0.12	0.78		0.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	523	0	0	449	0	0	99	1582	708	227	1760	941
V/C Ratio(X)	0.33	0.00	0.00	0.69	0.00	0.00	0.34	0.96	0.00	0.86	0.38	0.38
Avail Cap(c_a), veh/h	568	0	0	489	0	0	447	1605	718	447	1760	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	0.0	33.8	0.0	0.0	46.1	27.6	0.0	43.4	15.2	15.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	4.4	0.0	0.0	2.0	14.5	0.0	3.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	8.7	0.0	0.0	1.0	23.7	0.0	5.6	5.8	6.2
LnGrp Delay(d),s/veh	29.0	0.0	0.0	38.2	0.0	0.0	48.1	42.1	0.0	47.1	15.4	15.5
LnGrp LOS	C			D			D	D		D	B	B
Approach Vol, veh/h		171			312			1556			1230	
Approach Delay, s/veh		29.0			38.2			42.2			20.4	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.2	50.4		33.7	10.0	57.5		33.7
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	12.7	43.5		10.0	3.8	14.1		24.1
Green Ext Time (p_c), s	0.1	0.9		4.3	0.0	26.5		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	7	43	2	396	1	253	65	464	390	2
Future Volume (veh/h)	1	1	7	43	2	396	1	253	65	464	390	2
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	1	1	0	47	2	100	1	275	43	504	424	2
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	1	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	187	150	0	140	19	142	272	790	122	597	817	4
Arrive On Green	0.13	0.13	0.00	0.13	0.13	0.13	0.15	0.26	0.26	0.33	0.44	0.44
Sat Flow, veh/h	631	1116	0	376	140	1054	1792	3093	477	1792	1871	9
Grp Volume(v), veh/h	2	0	0	149	0	0	1	157	161	504	0	426
Grp Sat Flow(s),veh/h/ln	1747	0	0	1570	0	0	1792	1787	1782	1792	0	1879
Q Serve(g_s), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	3.8	3.9	13.8	0.0	8.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.7	0.0	0.0	0.0	3.8	3.9	13.8	0.0	8.7
Prop In Lane	0.50		0.00	0.32		0.67	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	338	0	0	301	0	0	272	456	455	597	0	821
V/C Ratio(X)	0.01	0.00	0.00	0.49	0.00	0.00	0.00	0.34	0.35	0.84	0.00	0.52
Avail Cap(c_a), veh/h	1005	0	0	969	0	0	846	1525	1521	832	0	1604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	21.7	0.0	0.0	19.0	16.0	16.1	16.3	0.0	10.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.6	0.7	6.8	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	1.9	2.0	7.8	0.0	4.7
LnGrp Delay(d),s/veh	19.8	0.0	0.0	22.2	0.0	0.0	19.0	16.7	16.7	23.1	0.0	11.5
LnGrp LOS	B			C			B	B	B	C		B
Approach Vol, veh/h		2			149			319			930	
Approach Delay, s/veh		19.8			22.2			16.7			17.8	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	28.0		11.7	22.6	18.5		11.7
Change Period (Y+Rc), s	5.0	5.0		4.6	5.0	5.0		4.6
Max Green Setting (Gmax), s	24.5	45.0		30.0	24.5	45.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	10.7		6.7	15.8	5.9		2.0
Green Ext Time (p_c), s	0.0	7.3		0.6	1.8	7.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	603	281	206	298	148	202	554	244	133	338	71
Future Volume (veh/h)	179	603	281	206	298	148	202	554	244	133	338	71
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	663	0	226	327	0	222	609	0	146	371	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	1213	0	244	1244	557	244	833	0	178	701	0
Arrive On Green	0.13	0.34	0.00	0.14	0.34	0.00	0.14	0.23	0.00	0.10	0.19	0.00
Sat Flow, veh/h	1810	3705	0	1810	3610	1615	1810	3705	0	1810	3705	0
Grp Volume(v), veh/h	197	663	0	226	327	0	222	609	0	146	371	0
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1615	1810	1805	0	1810	1805	0
Q Serve(g_s), s	10.7	14.9	0.0	12.3	6.5	0.0	12.1	15.6	0.0	7.9	9.2	0.0
Cycle Q Clear(g_c), s	10.7	14.9	0.0	12.3	6.5	0.0	12.1	15.6	0.0	7.9	9.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	229	1213	0	244	1244	557	244	833	0	178	701	0
V/C Ratio(X)	0.86	0.55	0.00	0.93	0.26	0.00	0.91	0.73	0.00	0.82	0.53	0.00
Avail Cap(c_a), veh/h	244	1213	0	244	1244	557	244	993	0	208	921	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.8	27.0	0.0	42.8	23.6	0.0	42.6	35.6	0.0	44.2	36.2	0.0
Incr Delay (d2), s/veh	23.1	1.8	0.0	37.3	0.5	0.0	33.6	2.7	0.0	17.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	7.8	0.0	8.7	3.4	0.0	8.3	8.1	0.0	4.8	4.7	0.0
LnGrp Delay(d),s/veh	65.9	28.8	0.0	80.0	24.1	0.0	76.2	38.3	0.0	61.5	37.1	0.0
LnGrp LOS	E	C		F	C		E	D		E	D	
Approach Vol, veh/h		860			553			831			517	
Approach Delay, s/veh		37.3			47.0			48.4			44.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	24.9	17.1	40.0	14.3	28.6	18.0	39.1
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	13.5	25.5	13.5	27.5	11.5	27.5	13.5	27.5
Max Q Clear Time (g_c+I1), s	14.1	11.2	12.7	8.5	9.9	17.6	14.3	16.9
Green Ext Time (p_c), s	0.0	6.9	0.0	8.3	0.0	5.4	0.0	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	799	16	22	519	11	10	7	15	8	10	99
Future Volume (veh/h)	88	799	16	22	519	11	10	7	15	8	10	99
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	878	17	24	570	11	11	8	1	9	11	6
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	2691	52	79	2512	48	105	64	6	90	87	116
Arrive On Green	0.09	0.74	0.74	0.09	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1810	3620	70	1810	3621	70	685	882	82	520	1206	1610
Grp Volume(v), veh/h	97	438	457	24	284	297	20	0	0	20	0	6
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1886	1649	0	0	1726	0	1610
Q Serve(g_s), s	5.1	8.2	8.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	5.1	8.2	8.2	1.2	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.3
Prop In Lane	1.00		0.04	1.00		0.04	0.55		0.05	0.45		1.00
Lane Grp Cap(c), veh/h	169	1341	1401	79	1252	1308	175	0	0	177	0	116
V/C Ratio(X)	0.57	0.33	0.33	0.30	0.23	0.23	0.11	0.00	0.00	0.11	0.00	0.05
Avail Cap(c_a), veh/h	208	1341	1401	190	1252	1308	574	0	0	592	0	522
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	4.4	4.4	44.2	0.0	0.0	43.5	0.0	0.0	43.5	0.0	43.2
Incr Delay (d2), s/veh	1.1	0.6	0.6	0.8	0.4	0.4	0.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.3	4.4	0.6	0.1	0.1	0.5	0.0	0.0	0.5	0.0	0.2
LnGrp Delay(d),s/veh	44.6	5.0	5.0	45.0	0.4	0.4	43.6	0.0	0.0	43.6	0.0	43.3
LnGrp LOS	D	A	A	D	A	A	D			D		D
Approach Vol, veh/h		992			605			20			26	
Approach Delay, s/veh		8.9			2.2			43.6			43.5	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	79.3		11.8	13.8	74.4		11.8
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	43.0		32.4	11.5	42.0		32.4
Max Q Clear Time (g_c+I1), s	3.2	10.2		3.0	7.1	2.0		3.0
Green Ext Time (p_c), s	0.0	16.2		0.1	0.0	17.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	768	58	60	508	1	50	2	57	0	0	3
Future Volume (veh/h)	7	768	58	60	508	1	50	2	57	0	0	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.97		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	883	62	69	584	1	57	2	11	0	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	2265	159	139	2662	5	168	6	32	0	2	0
Arrive On Green	0.02	0.66	0.66	0.15	1.00	1.00	0.12	0.12	0.12	0.00	0.00	0.00
Sat Flow, veh/h	1810	3416	240	1810	3698	6	1405	49	271	0	1900	0
Grp Volume(v), veh/h	8	467	478	69	285	300	70	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1899	1726	0	0	0	1900	0
Q Serve(g_s), s	0.4	11.7	11.7	3.5	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	11.7	11.7	3.5	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.00	0.81		0.16	0.00		0.00
Lane Grp Cap(c), veh/h	36	1197	1227	139	1299	1367	206	0	0	0	2	0
V/C Ratio(X)	0.22	0.39	0.39	0.50	0.22	0.22	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	208	1197	1227	190	1299	1367	525	0	0	0	179	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.98	0.98	0.98	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	48.2	7.7	7.7	40.6	0.0	0.0	40.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.9	0.9	1.0	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.1	6.3	1.8	0.1	0.1	1.8	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	49.3	8.6	8.5	41.5	0.4	0.4	40.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	D					
Approach Vol, veh/h		953			654			70			0	
Approach Delay, s/veh		8.9			4.7			40.8			0.0	
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	71.3		0.0	6.5	77.0		16.5
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	31.0		9.4	11.5	30.0		30.4
Max Q Clear Time (g_c+I1), s	5.5	13.7		0.0	2.4	2.0		5.7
Green Ext Time (p_c), s	0.0	11.4		0.0	0.0	15.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	684	9	4	406	71	6	5	11	117	3	174
Future Volume (veh/h)	131	684	9	4	406	71	6	5	11	117	3	174
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	735	9	4	437	0	6	5	1	126	3	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1017	2696	33	15	649	0	128	96	15	233	213	0
Arrive On Green	1.00	1.00	1.00	0.01	0.18	0.00	0.11	0.11	0.11	0.11	0.11	0.00
Sat Flow, veh/h	1810	3651	45	1810	3705	0	662	851	138	1417	1900	0
Grp Volume(v), veh/h	141	363	381	4	437	0	12	0	0	126	3	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	0	1651	0	0	1417	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	11.3	0.0	0.0	0.0	0.0	7.9	0.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.2	11.3	0.0	0.6	0.0	0.0	8.5	0.1	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.50		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	1017	1333	1396	15	649	0	239	0	0	233	213	0
V/C Ratio(X)	0.14	0.27	0.27	0.26	0.67	0.00	0.05	0.00	0.00	0.54	0.01	0.00
Avail Cap(c_a), veh/h	1017	1333	1396	172	1625	0	483	0	0	448	502	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	49.3	38.3	0.0	39.7	0.0	0.0	43.1	39.5	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.4	3.3	5.5	0.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	0.1	6.1	0.0	0.3	0.0	0.0	3.4	0.1	0.0
LnGrp Delay(d),s/veh	0.1	0.5	0.4	52.6	43.8	0.0	39.7	0.0	0.0	43.8	39.5	0.0
LnGrp LOS	A	A	A	D	D		D			D	D	
Approach Vol, veh/h		885			441			12			129	
Approach Delay, s/veh		0.4			43.9			39.7			43.7	
Approach LOS		A			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.2	23.0		15.8	5.3	78.8		15.8
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	14.5	* 45		26.4	9.5	50.0		26.4
Max Q Clear Time (g_c+I1), s	12.3	13.3		10.5	2.2	2.0		2.6
Green Ext Time (p_c), s	5.1	4.3		0.2	0.0	8.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	23	383	12	24	5	327	1088	10	5	672	80
Future Volume (veh/h)	283	23	383	12	24	5	327	1088	10	5	672	80
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	304	65	52	13	26	1	352	1170	11	5	723	78
Adj No. of Lanes	1	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	387	437	367	144	271	10	377	2324	22	18	1428	154
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.21	0.64	0.64	0.01	0.44	0.44
Sat Flow, veh/h	1378	1881	1582	449	1168	41	1792	3627	34	1792	3240	349
Grp Volume(v), veh/h	304	65	52	40	0	0	352	577	604	5	399	402
Grp Sat Flow(s),veh/h/ln	1378	1881	1582	1658	0	0	1792	1787	1874	1792	1787	1803
Q Serve(g_s), s	23.3	3.3	3.1	0.0	0.0	0.0	23.2	20.5	20.5	0.3	19.3	19.3
Cycle Q Clear(g_c), s	25.3	3.3	3.1	2.0	0.0	0.0	23.2	20.5	20.5	0.3	19.3	19.3
Prop In Lane	1.00		1.00	0.32		0.02	1.00		0.02	1.00		0.19
Lane Grp Cap(c), veh/h	387	437	367	425	0	0	377	1145	1201	18	787	794
V/C Ratio(X)	0.79	0.15	0.14	0.09	0.00	0.00	0.93	0.50	0.50	0.27	0.51	0.51
Avail Cap(c_a), veh/h	446	517	435	494	0	0	463	1145	1201	239	787	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	36.6	36.6	36.1	0.0	0.0	46.5	11.4	11.4	58.9	24.2	24.2
Incr Delay (d2), s/veh	6.7	0.1	0.1	0.0	0.0	0.0	21.7	1.6	1.5	2.9	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	1.7	1.4	1.0	0.0	0.0	13.7	10.6	11.1	0.2	10.0	10.1
LnGrp Delay(d),s/veh	51.5	36.7	36.6	36.2	0.0	0.0	68.2	13.0	12.9	61.9	26.5	26.5
LnGrp LOS	D	D	D	D			E	B	B	E	C	C
Approach Vol, veh/h		421			40			1533			806	
Approach Delay, s/veh		47.4			36.2			25.7			26.7	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.3	57.9		32.9	5.2	81.9		32.9
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	21.3	42.0		33.0	16.0	57.0		33.0
Max Q Clear Time (g_c+I1), s	25.3	21.3		4.0	2.3	22.5		27.3
Green Ext Time (p_c), s	0.1	16.2		0.9	0.0	24.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	392	102	73	367	440	125	1349	26	272	821	81
Future Volume (veh/h)	87	392	102	73	367	440	125	1349	26	272	821	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	400	80	74	374	0	128	1377	26	278	838	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	673	133	143	800	358	162	1531	29	197	1594	713
Arrive On Green	0.08	0.22	0.22	0.08	0.22	0.00	0.09	0.42	0.42	0.11	0.44	0.00
Sat Flow, veh/h	1810	2992	593	1810	3610	1615	1810	3623	68	1810	3610	1615
Grp Volume(v), veh/h	89	240	240	74	374	0	128	686	717	278	838	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1780	1810	1805	1615	1810	1805	1887	1810	1805	1615
Q Serve(g_s), s	5.5	13.7	13.9	4.5	10.3	0.0	8.0	40.7	40.8	12.5	19.4	0.0
Cycle Q Clear(g_c), s	5.5	13.7	13.9	4.5	10.3	0.0	8.0	40.7	40.8	12.5	19.4	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	148	406	400	143	800	358	162	763	797	197	1594	713
V/C Ratio(X)	0.60	0.59	0.60	0.52	0.47	0.00	0.79	0.90	0.90	1.41	0.53	0.00
Avail Cap(c_a), veh/h	165	612	604	165	1224	548	197	763	797	197	1594	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.78	0.78	0.78	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.0	39.8	39.9	50.9	38.9	0.0	51.3	30.9	30.9	51.3	23.4	0.0
Incr Delay (d2), s/veh	2.7	2.0	2.1	1.1	0.6	0.0	10.4	12.8	12.4	213.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.0	7.0	2.3	5.2	0.0	4.4	22.9	23.9	17.9	9.9	0.0
LnGrp Delay(d),s/veh	53.7	41.8	42.0	52.0	39.5	0.0	61.6	43.7	43.4	264.6	24.6	0.0
LnGrp LOS	D	D	D	D	D		E	D	D	F	C	
Approach Vol, veh/h		569			448			1531			1116	
Approach Delay, s/veh		43.7			41.5			45.1			84.4	
Approach LOS		D			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	30.9	14.8	55.8	13.9	30.5	17.0	53.6
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	39.0	12.5	34.0	10.5	39.0	12.5	34.0
Max Q Clear Time (g_c+I1), s	6.5	15.9	10.0	21.4	7.5	12.3	14.5	42.8
Green Ext Time (p_c), s	0.0	7.6	0.0	11.3	0.0	8.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.4
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	5	19	109	7	121	31	1450	134	156	994	8
Future Volume (veh/h)	8	5	19	109	7	121	31	1450	134	156	994	8
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	8	5	2	114	7	0	32	1510	0	162	1035	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	309	234	93	309	347	0	108	2121	0	189	2321	18
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.06	0.59	0.00	0.11	0.64	0.64
Sat Flow, veh/h	1374	1266	507	1374	1881	0	1792	3668	0	1792	3634	28
Grp Volume(v), veh/h	8	0	7	114	7	0	32	1510	0	162	509	534
Grp Sat Flow(s),veh/h/ln	1374	0	1773	1374	1881	0	1792	1787	0	1792	1787	1875
Q Serve(g_s), s	0.6	0.0	0.4	8.9	0.4	0.0	2.1	35.7	0.0	10.7	17.3	17.3
Cycle Q Clear(g_c), s	0.9	0.0	0.4	9.3	0.4	0.0	2.1	35.7	0.0	10.7	17.3	17.3
Prop In Lane	1.00		0.29	1.00		0.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	309	0	327	309	347	0	108	2121	0	189	1142	1198
V/C Ratio(X)	0.03	0.00	0.02	0.37	0.02	0.00	0.30	0.71	0.00	0.86	0.45	0.45
Avail Cap(c_a), veh/h	445	0	502	445	533	0	179	2121	0	269	1142	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	40.1	43.9	40.1	0.0	54.0	17.2	0.0	52.8	10.9	10.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.6	2.1	0.0	12.9	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	3.4	0.2	0.0	1.0	18.0	0.0	5.9	8.9	9.3
LnGrp Delay(d),s/veh	40.5	0.0	40.1	44.1	40.1	0.0	54.5	19.2	0.0	65.7	12.2	12.1
LnGrp LOS	D		D	D	D		D	B		E	B	B
Approach Vol, veh/h		15			121			1542			1205	
Approach Delay, s/veh		40.3			43.9			20.0			19.4	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.2	81.7		27.1	16.7	76.2		27.1
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	18.0	54.0		34.0
Max Q Clear Time (g_c+I1), s	4.1	19.3		11.3	12.7	37.7		2.9
Green Ext Time (p_c), s	0.0	35.0		0.2	0.0	15.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	38	62	26	55	77	92	1443	41	24	907	72
Future Volume (veh/h)	79	38	62	26	55	77	92	1443	41	24	907	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		1.00	0.97		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	40	0	27	57	0	96	1503	0	25	945	0
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	204	0	138	286	0	121	2598	0	74	2504	0
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.07	0.72	0.00	0.04	0.69	0.00
Sat Flow, veh/h	1101	1729	0	752	2391	0	1810	3705	0	1810	3705	0
Grp Volume(v), veh/h	82	40	0	45	39	0	96	1503	0	25	945	0
Grp Sat Flow(s),veh/h/ln	1101	1643	0	1415	1643	0	1810	1805	0	1810	1805	0
Q Serve(g_s), s	7.7	2.8	0.0	1.8	2.8	0.0	6.8	26.0	0.0	1.7	14.1	0.0
Cycle Q Clear(g_c), s	10.4	2.8	0.0	4.7	2.8	0.0	6.8	26.0	0.0	1.7	14.1	0.0
Prop In Lane	1.00		0.00	0.60		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	192	204	0	220	204	0	121	2598	0	74	2504	0
V/C Ratio(X)	0.43	0.20	0.00	0.21	0.19	0.00	0.79	0.58	0.00	0.34	0.38	0.00
Avail Cap(c_a), veh/h	313	354	0	359	354	0	216	2598	0	146	2504	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	55.8	51.1	0.0	51.9	51.1	0.0	59.7	8.8	0.0	60.6	8.3	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.2	0.2	0.0	4.3	0.9	0.0	0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.3	0.0	1.5	1.3	0.0	3.6	13.1	0.0	0.9	7.1	0.0
LnGrp Delay(d),s/veh	56.3	51.3	0.0	52.1	51.3	0.0	64.0	9.7	0.0	61.4	8.6	0.0
LnGrp LOS	E	D		D	D		E	A		E	A	
Approach Vol, veh/h		122			84			1599			970	
Approach Delay, s/veh		54.7			51.7			13.0			10.0	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	99.0		21.1	13.2	95.7		21.1
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	12.7	28.0		12.4	8.8	16.1		6.7
Green Ext Time (p_c), s	0.0	40.0		0.6	0.0	44.6		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	8	10	175	9	202	11	250	76	122	207	16
Future Volume (veh/h)	43	8	10	175	9	202	11	250	76	122	207	16
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.88		0.85	0.88		0.85	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	47	9	3	192	10	42	12	275	73	134	227	16
Adj No. of Lanes	0	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	473	86	25	585	717	521	53	392	104	258	677	48
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.03	0.28	0.28	0.14	0.39	0.39
Sat Flow, veh/h	1002	225	66	1244	1881	1366	1792	1421	377	1792	1736	122
Grp Volume(v), veh/h	59	0	0	192	10	42	12	0	348	134	0	243
Grp Sat Flow(s),veh/h/ln	1292	0	0	1244	1881	1366	1792	0	1798	1792	0	1858
Q Serve(g_s), s	1.4	0.0	0.0	5.5	0.2	1.4	0.5	0.0	12.3	4.9	0.0	6.5
Cycle Q Clear(g_c), s	1.9	0.0	0.0	7.4	0.2	1.4	0.5	0.0	12.3	4.9	0.0	6.5
Prop In Lane	0.80		0.05	1.00		1.00	1.00		0.21	1.00		0.07
Lane Grp Cap(c), veh/h	584	0	0	585	717	521	53	0	496	258	0	725
V/C Ratio(X)	0.10	0.00	0.00	0.33	0.01	0.08	0.23	0.00	0.70	0.52	0.00	0.34
Avail Cap(c_a), veh/h	637	0	0	636	796	578	632	0	761	632	0	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	15.7	13.6	14.0	33.6	0.0	23.1	28.1	0.0	15.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.8	0.0	2.6	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.7	0.1	0.5	0.2	0.0	6.4	2.5	0.0	3.4
LnGrp Delay(d),s/veh	14.1	0.0	0.0	15.9	13.6	14.0	34.4	0.0	25.6	28.7	0.0	15.6
LnGrp LOS	B			B	B	B	C		C	C		B
Approach Vol, veh/h		59			244			360			377	
Approach Delay, s/veh		14.1			15.4			25.9			20.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		31.6	6.6	32.7		31.6	14.7	24.6
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		3.9	2.5	8.5		9.4	6.9	14.3
Green Ext Time (p_c), s		0.7	0.0	5.2		0.7	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	306	235	210	437	182	206	1023	141	147	749	118
Future Volume (veh/h)	100	306	235	210	437	182	206	1023	141	147	749	118
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	103	315	0	216	451	0	212	1055	0	152	772	0
Adj No. of Lanes	1	2	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	148	687	0	241	873	390	237	1317	410	471	2008	625
Arrive On Green	0.08	0.19	0.00	0.13	0.24	0.00	0.13	0.26	0.00	0.26	0.39	0.00
Sat Flow, veh/h	1792	3668	0	1792	3574	1599	1792	5136	1599	1792	5136	1599
Grp Volume(v), veh/h	103	315	0	216	451	0	212	1055	0	152	772	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	1599	1792	1712	1599	1792	1712	1599
Q Serve(g_s), s	7.3	10.1	0.0	15.4	14.2	0.0	15.1	25.0	0.0	8.9	14.0	0.0
Cycle Q Clear(g_c), s	7.3	10.1	0.0	15.4	14.2	0.0	15.1	25.0	0.0	8.9	14.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	687	0	241	873	390	237	1317	410	471	2008	625
V/C Ratio(X)	0.70	0.46	0.00	0.90	0.52	0.00	0.90	0.80	0.00	0.32	0.38	0.00
Avail Cap(c_a), veh/h	186	949	0	324	1223	547	338	1501	467	471	2008	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.0	46.5	0.0	55.4	42.5	0.0	55.5	45.2	0.0	38.6	28.4	0.0
Incr Delay (d2), s/veh	4.8	0.2	0.0	18.1	0.2	0.0	15.4	5.2	0.0	0.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.0	0.0	8.8	7.0	0.0	8.5	12.5	0.0	4.4	6.8	0.0
LnGrp Delay(d),s/veh	62.9	46.7	0.0	73.5	42.7	0.0	70.9	50.4	0.0	38.7	28.9	0.0
LnGrp LOS	E	D		E	D		E	D		D	C	
Approach Vol, veh/h		418			667			1267			924	
Approach Delay, s/veh		50.7			52.7			53.9			30.5	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	55.8	15.2	37.2	39.2	38.3	22.0	30.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	5.0	* 5	4.5	5.5
Max Green Setting (Gmax), s	24.5	28.0	13.5	44.5	14.5	* 38	23.5	34.5
Max Q Clear Time (g_c+I1), s	17.1	16.0	9.3	16.2	10.9	27.0	17.4	12.1
Green Ext Time (p_c), s	0.1	5.1	0.0	3.7	0.8	6.3	0.1	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	498	60	158	598	83	139	132	248	107	110	29
Future Volume (veh/h)	87	498	60	158	598	83	139	132	248	107	110	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	93	530	0	168	636	0	148	140	0	114	117	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	162	1120	0	206	1208	540	285	300	0	265	304	0
Arrive On Green	0.09	0.31	0.00	0.12	0.34	0.00	0.16	0.16	0.00	0.16	0.16	0.00
Sat Flow, veh/h	1792	3668	0	1792	3574	1599	1792	1881	0	1669	2010	0
Grp Volume(v), veh/h	93	530	0	168	636	0	148	140	0	123	108	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	1599	1792	1881	0	1798	1787	0
Q Serve(g_s), s	3.8	9.1	0.0	6.9	10.9	0.0	5.7	5.1	0.0	4.7	4.1	0.0
Cycle Q Clear(g_c), s	3.8	9.1	0.0	6.9	10.9	0.0	5.7	5.1	0.0	4.7	4.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	0.93		0.00
Lane Grp Cap(c), veh/h	162	1120	0	206	1208	540	285	300	0	285	284	0
V/C Ratio(X)	0.57	0.47	0.00	0.81	0.53	0.00	0.52	0.47	0.00	0.43	0.38	0.00
Avail Cap(c_a), veh/h	473	1886	0	473	1886	844	709	745	0	712	707	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.1	21.0	0.0	32.7	20.2	0.0	29.2	28.9	0.0	28.8	28.5	0.0
Incr Delay (d2), s/veh	1.2	0.4	0.0	3.0	0.5	0.0	0.5	0.4	0.0	0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.5	0.0	3.6	5.4	0.0	2.9	2.7	0.0	2.3	2.0	0.0
LnGrp Delay(d),s/veh	34.2	21.4	0.0	35.7	20.7	0.0	29.7	29.4	0.0	29.2	28.9	0.0
LnGrp LOS	C	C		D	C		C	C		C	C	
Approach Vol, veh/h		623			804			288			231	
Approach Delay, s/veh		23.3			23.8			29.6			29.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	31.1		16.7	13.2	29.3		16.6
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	5.8	12.9		7.7	8.9	11.1		6.7
Green Ext Time (p_c), s	0.0	12.3		0.7	0.1	12.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	511	123	200	505	114	147	1088	192	189	952	218
Future Volume (veh/h)	215	511	123	200	505	114	147	1088	192	189	952	218
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	226	538	0	211	532	0	155	1145	0	199	1002	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	251	893	400	236	863	386	181	1436	447	318	1868	582
Arrive On Green	0.14	0.25	0.00	0.13	0.24	0.00	0.07	0.19	0.00	0.18	0.36	0.00
Sat Flow, veh/h	1792	3574	1599	1792	3574	1599	1792	5136	1599	1792	5136	1599
Grp Volume(v), veh/h	226	538	0	211	532	0	155	1145	0	199	1002	0
Grp Sat Flow(s),veh/h/ln	1792	1787	1599	1792	1787	1599	1792	1712	1599	1792	1712	1599
Q Serve(g_s), s	16.1	17.3	0.0	15.1	17.2	0.0	11.1	27.7	0.0	13.4	20.0	0.0
Cycle Q Clear(g_c), s	16.1	17.3	0.0	15.1	17.2	0.0	11.1	27.7	0.0	13.4	20.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	893	400	236	863	386	181	1436	447	318	1868	582
V/C Ratio(X)	0.90	0.60	0.00	0.90	0.62	0.00	0.86	0.80	0.00	0.63	0.54	0.00
Avail Cap(c_a), veh/h	310	949	424	283	894	400	379	1560	486	318	1868	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.00	0.90	0.90	0.00	0.76	0.76	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.0	43.1	0.0	55.6	43.9	0.0	59.7	49.3	0.0	49.5	32.7	0.0
Incr Delay (d2), s/veh	16.4	0.8	0.0	21.6	1.3	0.0	3.4	3.6	0.0	2.9	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	8.6	0.0	8.9	8.7	0.0	5.7	13.6	0.0	6.9	9.7	0.0
LnGrp Delay(d),s/veh	71.4	43.9	0.0	77.1	45.2	0.0	63.1	52.9	0.0	52.4	33.8	0.0
LnGrp LOS	E	D		E	D		E	D		D	C	
Approach Vol, veh/h		764			743			1300			1201	
Approach Delay, s/veh		52.0			54.3			54.1			36.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	38.0	17.6	52.8	22.7	36.9	28.6	41.9
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	20.5	34.5	27.5	27.5	22.5	32.5	15.5	* 40
Max Q Clear Time (g_c+I1), s	17.1	19.3	13.1	22.0	18.1	19.2	15.4	29.7
Green Ext Time (p_c), s	0.0	8.0	0.1	3.5	0.0	7.3	0.0	6.3

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	700	95	171	548	57	124	192	189	150	215	137
Future Volume (veh/h)	55	700	95	171	548	57	124	192	189	150	215	137
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	60	769	0	188	602	0	136	211	0	165	236	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	127	1194	534	218	1377	616	169	430	365	195	457	389
Arrive On Green	0.07	0.34	0.00	0.12	0.39	0.00	0.10	0.23	0.00	0.11	0.25	0.00
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	1757	1845	1568	1757	1845	1568
Grp Volume(v), veh/h	60	769	0	188	602	0	136	211	0	165	236	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1757	1845	1568	1757	1845	1568
Q Serve(g_s), s	3.3	18.9	0.0	10.7	12.8	0.0	7.7	10.1	0.0	9.4	11.3	0.0
Cycle Q Clear(g_c), s	3.3	18.9	0.0	10.7	12.8	0.0	7.7	10.1	0.0	9.4	11.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1194	534	218	1377	616	169	430	365	195	457	389
V/C Ratio(X)	0.47	0.64	0.00	0.86	0.44	0.00	0.81	0.49	0.00	0.85	0.52	0.00
Avail Cap(c_a), veh/h	181	1194	534	267	1377	616	198	452	384	233	488	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	45.5	28.4	0.0	43.8	22.7	0.0	45.2	33.9	0.0	44.5	33.1	0.0
Incr Delay (d2), s/veh	0.7	2.0	0.0	18.1	1.0	0.0	15.9	1.2	0.0	17.6	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.4	0.0	6.3	6.4	0.0	4.5	5.3	0.0	5.5	5.9	0.0
LnGrp Delay(d),s/veh	46.2	30.4	0.0	61.9	23.7	0.0	61.1	35.1	0.0	62.1	34.3	0.0
LnGrp LOS	D	C		E	C		E	D		E	C	
Approach Vol, veh/h		829			790			347			401	
Approach Delay, s/veh		31.5			32.8			45.3			45.7	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	40.3	14.3	30.3	11.9	45.6	15.8	28.8
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	15.5	28.5	11.5	27.0	10.5	33.5	13.5	25.0
Max Q Clear Time (g_c+I1), s	12.7	20.9	9.7	13.3	5.3	14.8	11.4	12.1
Green Ext Time (p_c), s	0.0	5.7	0.0	3.0	0.0	11.5	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	818	83	7	349	41	46	100	24	50	80	52
Future Volume (veh/h)	68	818	83	7	349	41	46	100	24	50	80	52
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.93	0.97		0.97	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	72	870	84	7	371	37	49	106	15	53	85	8
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	712	1930	186	35	657	65	341	398	56	313	467	383
Arrive On Green	0.40	0.59	0.59	0.02	0.20	0.20	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1792	3275	316	1792	3259	322	1274	1605	227	1245	1881	1545
Grp Volume(v), veh/h	72	475	479	7	202	206	49	0	121	53	85	8
Grp Sat Flow(s),veh/h/ln	1792	1787	1804	1792	1787	1794	1274	0	1832	1245	1881	1545
Q Serve(g_s), s	2.6	15.2	15.2	0.4	10.4	10.6	3.2	0.0	5.4	3.7	3.6	0.4
Cycle Q Clear(g_c), s	2.6	15.2	15.2	0.4	10.4	10.6	6.8	0.0	5.4	9.1	3.6	0.4
Prop In Lane	1.00		0.18	1.00		0.18	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	712	1053	1063	35	360	361	341	0	454	313	467	383
V/C Ratio(X)	0.10	0.45	0.45	0.20	0.56	0.57	0.14	0.00	0.27	0.17	0.18	0.02
Avail Cap(c_a), veh/h	712	1053	1063	220	675	677	480	0	654	449	671	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	11.7	11.7	49.2	36.7	36.7	32.9	0.0	30.9	34.5	30.2	29.0
Incr Delay (d2), s/veh	0.0	1.4	1.4	1.0	6.2	6.4	0.1	0.0	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.8	7.9	0.2	5.7	5.8	1.1	0.0	2.8	1.3	1.9	0.2
LnGrp Delay(d),s/veh	19.3	13.1	13.1	50.3	42.9	43.1	33.0	0.0	31.0	34.6	30.3	29.0
LnGrp LOS	B	B	B	D	D	D	C		C	C	C	C
Approach Vol, veh/h		1026			415			170			146	
Approach Delay, s/veh		13.5			43.1			31.6			31.8	
Approach LOS		B			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	65.6		29.9	46.0	26.1		29.9
Change Period (Y+Rc), s	4.5	5.5		4.6	5.5	* 5.5		4.6
Max Green Setting (Gmax), s	12.5	38.5		36.4	12.5	* 39		36.4
Max Q Clear Time (g_c+I1), s	2.4	17.2		11.1	4.6	12.6		8.8
Green Ext Time (p_c), s	0.0	8.5		0.9	4.5	3.4		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	738	213	319	652	239	158	871	503	184	901	229
Future Volume (veh/h)	209	738	213	319	652	239	158	871	503	184	901	229
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	218	769	0	332	679	0	165	907	0	192	939	0
Adj No. of Lanes	1	3	0	1	3	1	1	3	1	1	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	243	1304	0	241	1300	405	172	1837	572	172	1837	572
Arrive On Green	0.14	0.25	0.00	0.13	0.25	0.00	0.10	0.36	0.00	0.03	0.12	0.00
Sat Flow, veh/h	1792	5305	0	1792	5136	1599	1792	5136	1599	1792	5136	1599
Grp Volume(v), veh/h	218	769	0	332	679	0	165	907	0	192	939	0
Grp Sat Flow(s),veh/h/ln	1792	1712	0	1792	1712	1599	1792	1712	1599	1792	1712	1599
Q Serve(g_s), s	15.6	17.1	0.0	17.5	14.8	0.0	11.9	17.9	0.0	12.5	22.3	0.0
Cycle Q Clear(g_c), s	15.6	17.1	0.0	17.5	14.8	0.0	11.9	17.9	0.0	12.5	22.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1304	0	241	1300	405	172	1837	572	172	1837	572
V/C Ratio(X)	0.90	0.59	0.00	1.38	0.52	0.00	0.96	0.49	0.00	1.11	0.51	0.00
Avail Cap(c_a), veh/h	255	1501	0	241	1462	455	172	1837	572	172	1837	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	55.3	42.6	0.0	56.3	41.8	0.0	58.5	32.6	0.0	62.9	46.7	0.0
Incr Delay (d2), s/veh	29.4	0.6	0.0	193.4	0.3	0.0	55.7	1.0	0.0	95.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	8.1	0.0	21.6	7.0	0.0	8.6	8.6	0.0	10.8	10.7	0.0
LnGrp Delay(d),s/veh	84.7	43.2	0.0	249.6	42.1	0.0	114.1	33.5	0.0	158.8	47.5	0.0
LnGrp LOS	F	D		F	D		F	C		F	D	
Approach Vol, veh/h		987			1011			1072			1131	
Approach Delay, s/veh		52.4			110.2			45.9			66.4	
Approach LOS		D			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	39.0	17.0	52.0	22.1	38.9	17.0	52.0
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	17.5	38.0	12.5	41.5	18.5	37.0	12.5	41.5
Max Q Clear Time (g_c+I1), s	19.5	19.1	13.9	24.3	17.6	16.8	14.5	19.9
Green Ext Time (p_c), s	0.0	10.7	0.0	13.5	0.0	11.2	0.0	16.2

Intersection Summary	
HCM 2010 Ctrl Delay	68.4
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	519	103	119	271	115	99	963	98	141	888	318
Future Volume (veh/h)	390	519	103	119	271	115	99	963	98	141	888	318
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	406	541	91	124	282	19	103	1003	96	147	925	117
Adj No. of Lanes	2	2	0	1	2	1	2	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	463	723	121	162	692	305	659	1366	131	157	1074	473
Arrive On Green	0.13	0.24	0.24	0.09	0.19	0.19	0.19	0.41	0.41	0.09	0.30	0.30
Sat Flow, veh/h	3476	3057	512	1792	3574	1578	3476	3293	315	1792	3574	1576
Grp Volume(v), veh/h	406	315	317	124	282	19	103	544	555	147	925	117
Grp Sat Flow(s),veh/h/ln	1738	1787	1782	1792	1787	1578	1738	1787	1821	1792	1787	1576
Q Serve(g_s), s	13.8	19.6	19.8	8.1	8.3	1.2	3.0	30.7	30.8	9.8	29.3	4.6
Cycle Q Clear(g_c), s	13.8	19.6	19.8	8.1	8.3	1.2	3.0	30.7	30.8	9.8	29.3	4.6
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	463	423	422	162	692	305	659	741	755	157	1074	473
V/C Ratio(X)	0.88	0.75	0.75	0.77	0.41	0.06	0.16	0.73	0.73	0.94	0.86	0.25
Avail Cap(c_a), veh/h	797	573	572	172	692	305	659	741	755	157	1162	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	42.5	42.5	53.4	42.4	39.5	40.6	29.5	29.5	54.4	39.6	14.9
Incr Delay (d2), s/veh	2.6	4.5	4.7	15.6	0.6	0.1	0.0	6.4	6.3	53.0	9.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	10.3	10.3	4.7	4.2	0.5	1.4	16.4	16.7	7.2	15.7	2.2
LnGrp Delay(d),s/veh	53.6	47.0	47.2	69.0	42.9	39.6	40.7	35.9	35.8	107.4	48.7	16.1
LnGrp LOS	D	D	D	E	D	D	D	D	D	F	D	B
Approach Vol, veh/h		1038			425			1202			1189	
Approach Delay, s/veh		49.7			50.4			36.3			52.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.7	42.0	20.5	28.7	15.0	55.8	15.3	33.9
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	* 39	27.5	22.5	10.5	39.0	11.5	38.5
Max Q Clear Time (g_c+I1), s	15.3	31.3	15.8	10.3	11.8	32.8	10.1	21.8
Green Ext Time (p_c), s	3.8	4.7	0.2	5.7	0.0	4.2	0.0	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	46.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	794	55	69	250	112	65	479	144	204	528	200
Future Volume (veh/h)	214	794	55	69	250	112	65	479	144	204	528	200
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	218	810	0	70	255	0	66	489	0	208	539	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	248	982	0	148	783	0	146	1158	0	238	1342	0
Arrive On Green	0.14	0.27	0.00	0.08	0.22	0.00	0.03	0.11	0.00	0.13	0.38	0.00
Sat Flow, veh/h	1792	3668	0	1792	3668	0	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	218	810	0	70	255	0	66	489	0	208	539	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	0	1792	1787	0	1792	1787	0
Q Serve(g_s), s	12.5	22.3	0.0	3.9	6.3	0.0	3.8	13.4	0.0	12.0	11.6	0.0
Cycle Q Clear(g_c), s	12.5	22.3	0.0	3.9	6.3	0.0	3.8	13.4	0.0	12.0	11.6	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	248	982	0	148	783	0	146	1158	0	238	1342	0
V/C Ratio(X)	0.88	0.83	0.00	0.47	0.33	0.00	0.45	0.42	0.00	0.87	0.40	0.00
Avail Cap(c_a), veh/h	264	1072	0	196	936	0	230	1158	0	247	1342	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.4	35.7	0.0	46.0	34.5	0.0	48.8	37.7	0.0	44.7	24.1	0.0
Incr Delay (d2), s/veh	24.7	5.4	0.0	0.9	0.3	0.0	0.8	1.1	0.0	25.6	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	11.8	0.0	2.0	3.2	0.0	1.9	6.8	0.0	7.6	5.9	0.0
LnGrp Delay(d),s/veh	69.1	41.1	0.0	46.8	34.8	0.0	49.6	38.8	0.0	70.3	25.0	0.0
LnGrp LOS	E	D		D	C		D	D		E	C	
Approach Vol, veh/h		1028			325			555			747	
Approach Delay, s/veh		47.0			37.4			40.1			37.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.4	13.2	34.3	18.4	39.0	19.0	28.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	13.5	29.0	11.5	31.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	15.8	13.6	5.9	24.3	14.0	15.4	14.5	8.3
Green Ext Time (p_c), s	0.0	7.7	0.0	4.5	0.0	6.8	0.0	9.1

Intersection Summary	
HCM 2010 Ctrl Delay	41.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	8	10	19	5	40	6	657	15	29	631	35
Future Volume (veh/h)	28	8	10	19	5	40	6	657	15	29	631	35
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	8	1	20	5	4	6	677	14	30	651	34
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	54	6	197	48	30	22	2459	51	80	2485	130
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.68	0.68	0.09	1.00	1.00
Sat Flow, veh/h	1102	381	40	984	343	212	1810	3614	75	1810	3486	182
Grp Volume(v), veh/h	38	0	0	29	0	0	6	338	353	30	337	348
Grp Sat Flow(s),veh/h/ln	1524	0	0	1540	0	0	1810	1805	1884	1810	1805	1863
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.3	7.7	7.7	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.4	0.0	0.0	0.3	7.7	7.7	1.6	0.0	0.0
Prop In Lane	0.76		0.03	0.69		0.14	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	275	0	0	275	0	0	22	1228	1282	80	1286	1328
V/C Ratio(X)	0.14	0.00	0.00	0.11	0.00	0.00	0.27	0.28	0.28	0.37	0.26	0.26
Avail Cap(c_a), veh/h	567	0	0	568	0	0	267	1228	1282	267	1286	1328
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	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	39.6	0.0	0.0	39.4	0.0	0.0	51.4	6.6	6.6	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	2.4	0.6	0.5	0.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.7	0.0	0.0	0.2	4.0	4.2	0.8	0.1	0.1
LnGrp Delay(d),s/veh	39.7	0.0	0.0	39.4	0.0	0.0	53.8	7.2	7.1	47.3	0.4	0.4
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		38			29			697			715	
Approach Delay, s/veh		39.7			39.4			7.5			2.4	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	79.8		19.4	9.2	76.4		19.4
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	2.3	2.0		3.4	3.6	9.7		4.0
Green Ext Time (p_c), s	0.0	15.7		0.2	0.0	14.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	334	99	60	392	266	262	285	138	223	132	138
Future Volume (veh/h)	79	334	99	60	392	266	262	285	138	223	132	138
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	86	363	33	65	426	213	285	310	109	242	143	17
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	200	588	499	180	699	346	321	531	182	279	340	288
Arrive On Green	0.11	0.31	0.31	0.10	0.30	0.30	0.18	0.20	0.20	0.16	0.18	0.18
Sat Flow, veh/h	1792	1881	1596	1792	2316	1146	1792	2591	891	1792	1881	1594
Grp Volume(v), veh/h	86	363	33	65	328	311	285	212	207	242	143	17
Grp Sat Flow(s),veh/h/ln	1792	1881	1596	1792	1787	1675	1792	1787	1695	1792	1881	1594
Q Serve(g_s), s	3.9	14.2	1.3	2.9	13.5	13.7	13.4	9.2	9.5	11.4	5.8	0.8
Cycle Q Clear(g_c), s	3.9	14.2	1.3	2.9	13.5	13.7	13.4	9.2	9.5	11.4	5.8	0.8
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	200	588	499	180	539	506	321	366	347	279	340	288
V/C Ratio(X)	0.43	0.62	0.07	0.36	0.61	0.62	0.89	0.58	0.60	0.87	0.42	0.06
Avail Cap(c_a), veh/h	520	983	834	520	933	875	624	933	886	624	983	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	25.2	20.8	36.1	25.7	25.8	34.5	30.9	31.0	35.5	31.3	29.2
Incr Delay (d2), s/veh	0.5	1.5	0.1	0.4	1.6	1.7	3.3	2.1	2.3	3.2	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.6	0.6	1.5	6.9	6.6	6.9	4.7	4.7	5.9	3.1	0.3
LnGrp Delay(d),s/veh	36.3	26.7	20.9	36.6	27.3	27.5	37.8	33.0	33.4	38.7	32.4	29.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		482			704			704			402	
Approach Delay, s/veh		28.0			28.3			35.0			36.1	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	32.4	20.0	20.6	14.1	31.5	17.9	22.6
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	25.0	45.0	30.0	45.0	25.0	45.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	14.9	16.2	15.4	7.8	5.9	15.7	13.4	11.5
Green Ext Time (p_c), s	0.0	9.8	0.1	5.4	0.0	9.9	0.1	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	416	190	206	453	44	400	1113	349	62	295	36
Future Volume (veh/h)	37	416	190	206	453	44	400	1113	349	62	295	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	39	433	0	215	472	0	417	1159	0	65	307	0
Adj No. of Lanes	1	2	1	1	2	1	2	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	276	551	247	309	617	276	462	1046	468	345	1299	581
Arrive On Green	0.16	0.16	0.00	0.18	0.18	0.00	0.14	0.30	0.00	0.20	0.37	0.00
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	3408	3505	1568	1757	3505	1568
Grp Volume(v), veh/h	39	433	0	215	472	0	417	1159	0	65	307	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1704	1752	1568	1757	1752	1568
Q Serve(g_s), s	2.6	15.9	0.0	15.4	17.2	0.0	16.1	40.0	0.0	4.1	8.1	0.0
Cycle Q Clear(g_c), s	2.6	15.9	0.0	15.4	17.2	0.0	16.1	40.0	0.0	4.1	8.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	551	247	309	617	276	462	1046	468	345	1299	581
V/C Ratio(X)	0.14	0.79	0.00	0.70	0.76	0.00	0.90	1.11	0.00	0.19	0.24	0.00
Avail Cap(c_a), veh/h	387	772	345	426	850	380	471	1046	468	345	1299	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.7	54.3	0.0	51.8	52.6	0.0	57.0	47.0	0.0	44.9	29.1	0.0
Incr Delay (d2), s/veh	0.3	4.5	0.0	4.0	3.5	0.0	19.7	62.3	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.0	0.0	7.8	8.6	0.0	8.8	28.4	0.0	2.0	4.0	0.0
LnGrp Delay(d),s/veh	49.0	58.8	0.0	55.9	56.1	0.0	76.7	109.3	0.0	45.0	29.5	0.0
LnGrp LOS	D	E		E	E		E	F		D	C	
Approach Vol, veh/h		472			687			1576			372	
Approach Delay, s/veh		58.0			56.0			100.7			32.2	
Approach LOS		E			E			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.3	46.0		26.6	22.7	55.7		29.1
Change Period (Y+Rc), s	6.0	* 6		5.5	4.5	6.0		5.5
Max Green Setting (Gmax), s	10.5	* 40		29.5	18.5	32.0		32.5
Max Q Clear Time (g_c+I1), s	16.1	42.0		17.9	18.1	10.1		19.2
Green Ext Time (p_c), s	0.9	0.0		2.8	0.0	2.3		4.1

Intersection Summary	
HCM 2010 Ctrl Delay	76.1
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	343	345	48	181	31	516	874	204	50	273	131
Future Volume (veh/h)	149	343	345	48	181	31	516	874	204	50	273	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	152	350	137	49	185	10	527	892	192	51	279	15
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	619	516	237	507	431	1126	960	207	209	434	190
Arrive On Green	0.12	0.33	0.33	0.07	0.27	0.27	0.33	0.33	0.33	0.12	0.12	0.12
Sat Flow, veh/h	1774	1863	1554	3442	1863	1583	3442	2893	622	1774	3539	1548
Grp Volume(v), veh/h	152	350	137	49	185	10	527	545	539	51	279	15
Grp Sat Flow(s),veh/h/ln	1774	1863	1554	1721	1863	1583	1721	1770	1746	1774	1770	1548
Q Serve(g_s), s	11.0	20.7	3.4	1.8	10.8	0.6	16.3	39.9	39.9	3.5	10.1	1.2
Cycle Q Clear(g_c), s	11.0	20.7	3.4	1.8	10.8	0.6	16.3	39.9	39.9	3.5	10.1	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	215	619	516	237	507	431	1126	587	579	209	434	190
V/C Ratio(X)	0.71	0.57	0.27	0.21	0.36	0.02	0.47	0.93	0.93	0.24	0.64	0.08
Avail Cap(c_a), veh/h	285	619	516	347	507	431	1126	601	593	209	832	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	36.8	5.2	58.9	39.4	35.7	35.8	43.2	43.3	53.7	56.0	52.1
Incr Delay (d2), s/veh	2.8	3.7	1.3	0.2	2.0	0.1	0.1	23.2	23.5	0.2	7.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	11.2	1.7	0.9	5.8	0.3	7.8	23.3	23.1	1.7	5.4	0.5
LnGrp Delay(d),s/veh	59.4	40.5	6.5	59.1	41.4	35.8	35.9	66.4	66.8	53.9	63.2	52.9
LnGrp LOS	E	D	A	E	D	D	D	E	E	D	E	D
Approach Vol, veh/h		639			244			1611			345	
Approach Delay, s/veh		37.7			44.7			56.6			61.4	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	50.0	13.7	50.0	48.4	21.9	21.7	42.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	10.5	45.5	13.5	44.5	24.5	31.5	21.5	* 37
Max Q Clear Time (g_c+I1), s	15.5	41.9	3.8	22.7	18.3	12.1	13.0	12.8
Green Ext Time (p_c), s	0.0	2.5	0.0	3.2	0.3	2.2	2.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	75	99	50	446	415	244	1118	20	57	262	21
Future Volume (veh/h)	7	75	99	50	446	415	244	1118	20	57	262	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	8	82	19	54	485	340	265	1215	21	62	285	18
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	39	652	146	138	563	393	265	1436	25	146	1188	75
Arrive On Green	0.02	0.22	0.22	0.08	0.28	0.28	0.15	0.40	0.40	0.08	0.35	0.35
Sat Flow, veh/h	1792	2899	651	1792	2009	1404	1792	3595	62	1792	3416	215
Grp Volume(v), veh/h	8	50	51	54	431	394	265	604	632	62	148	155
Grp Sat Flow(s),veh/h/ln	1792	1787	1762	1792	1787	1626	1792	1787	1870	1792	1787	1843
Q Serve(g_s), s	0.4	2.2	2.4	2.9	23.2	23.3	15.0	31.1	31.1	3.3	6.0	6.1
Cycle Q Clear(g_c), s	0.4	2.2	2.4	2.9	23.2	23.3	15.0	31.1	31.1	3.3	6.0	6.1
Prop In Lane	1.00		0.37	1.00		0.86	1.00		0.03	1.00		0.12
Lane Grp Cap(c), veh/h	39	402	396	138	501	456	265	714	747	146	622	641
V/C Ratio(X)	0.20	0.12	0.13	0.39	0.86	0.86	1.00	0.85	0.85	0.42	0.24	0.24
Avail Cap(c_a), veh/h	442	529	522	442	529	481	265	793	830	442	793	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	31.3	31.4	44.5	34.6	34.7	43.2	27.6	27.6	44.3	23.5	23.5
Incr Delay (d2), s/veh	0.9	0.2	0.2	0.7	13.7	15.1	55.2	8.3	8.0	0.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.2	1.5	13.3	12.3	11.4	16.9	17.6	1.7	3.0	3.1
LnGrp Delay(d),s/veh	49.6	31.5	31.6	45.2	48.3	49.7	98.3	35.9	35.6	45.0	23.8	23.8
LnGrp LOS	D	C	C	D	D	D	F	D	D	D	C	C
Approach Vol, veh/h		109			879			1501			365	
Approach Delay, s/veh		32.9			48.7			46.8			27.4	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	46.5	12.3	28.3	19.5	41.3	6.7	33.9
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	15.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	15.3	33.1	4.9	4.4	17.0	8.1	2.4	25.3
Green Ext Time (p_c), s	2.0	7.4	0.0	9.3	0.0	2.2	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Notes

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	810	19	19	68	2	11	0	18	20	20	17
Future Vol, veh/h	14	810	19	19	68	2	11	0	18	20	20	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	900	21	21	76	2	12	0	20	22	22	19
Number of Lanes	1	2	0	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Righ	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	20.5	9.1	9.6	10.2
HCM LOS	C	A	A	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	38%	100%	0%	0%	46%	0%	0%	35%
Vol Thru, %	0%	0%	100%	93%	54%	100%	0%	35%
Vol Right, %	62%	0%	0%	7%	0%	0%	100%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	14	540	289	42	45	2	57
LT Vol	11	14	0	0	19	0	0	20
Through Vol	0	0	540	270	23	45	0	20
RT Vol	18	0	0	19	0	0	2	17
Lane Flow Rate	32	16	600	321	46	50	2	63
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.057	0.023	0.818	0.433	0.076	0.08	0.003	0.115
Departure Headway (Hd)	6.395	5.407	4.905	4.859	5.941	5.712	5.007	6.543
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	661	738	739	599	623	708	545
Service Time	4.177	3.147	2.645	2.599	3.717	3.487	2.782	4.319
HCM Lane V/C Ratio	0.058	0.024	0.813	0.434	0.077	0.08	0.003	0.116
HCM Control Delay	9.6	8.3	25.8	11.3	9.2	9	7.8	10.2
HCM Lane LOS	A	A	D	B	A	A	A	B
HCM 95th-tile Q	0.2	0.1	8.8	2.2	0.2	0.3	0	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	605	37	24	85	28	45	169	333	37	78	100
Future Volume (veh/h)	159	605	37	24	85	28	45	169	333	37	78	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.97		0.98	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	680	0	27	96	6	51	190	318	42	88	66
Adj No. of Lanes	1	1	1	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	732	622	93	1090	67	89	232	355	265	370	278
Arrive On Green	0.12	0.39	0.00	0.05	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	1900	1615	1810	3448	213	99	615	942	900	983	737
Grp Volume(v), veh/h	179	680	0	27	50	52	559	0	0	42	0	154
Grp Sat Flow(s),veh/h/ln	1810	1900	1615	1810	1805	1857	1655	0	0	900	0	1720
Q Serve(g_s), s	7.3	25.9	0.0	1.1	1.5	1.5	14.3	0.0	0.0	0.0	0.0	4.6
Cycle Q Clear(g_c), s	7.3	25.9	0.0	1.1	1.5	1.5	23.9	0.0	0.0	6.1	0.0	4.6
Prop In Lane	1.00		1.00	1.00		0.11	0.09		0.57	1.00		0.43
Lane Grp Cap(c), veh/h	219	732	622	93	570	587	676	0	0	265	0	648
V/C Ratio(X)	0.82	0.93	0.00	0.29	0.09	0.09	0.83	0.00	0.00	0.16	0.00	0.24
Avail Cap(c_a), veh/h	478	753	640	478	835	858	707	0	0	283	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	22.3	0.0	34.6	18.2	18.2	22.0	0.0	0.0	16.6	0.0	16.1
Incr Delay (d2), s/veh	2.9	17.8	0.0	0.6	0.1	0.1	7.2	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	17.2	0.0	0.6	0.7	0.8	12.2	0.0	0.0	0.6	0.0	2.2
LnGrp Delay(d),s/veh	35.4	40.1	0.0	35.2	18.3	18.3	29.2	0.0	0.0	16.7	0.0	16.2
LnGrp LOS	D	D		D	B	B	C			B		B
Approach Vol, veh/h		859			129			559			196	
Approach Delay, s/veh		39.1			21.8			29.2			16.3	
Approach LOS		D			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	34.2		33.1	13.6	28.9		33.1
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	20.0	30.0		30.0	20.0	35.0		30.0
Max Q Clear Time (g_c+I1), s	3.1	27.9		25.9	9.3	3.5		8.1
Green Ext Time (p_c), s	0.0	1.2		1.5	0.1	8.6		3.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	664	317	163	1069	72	237	867	152	122	1022	253
Future Volume (veh/h)	97	664	317	163	1069	72	237	867	152	122	1022	253
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	692	257	170	1114	23	247	903	53	127	1065	115
Adj No. of Lanes	2	3	0	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	921	336	511	1195	525	198	1220	539	151	1126	492
Arrive On Green	0.07	0.25	0.25	0.15	0.34	0.34	0.11	0.34	0.34	0.09	0.32	0.32
Sat Flow, veh/h	3442	3649	1333	3442	3539	1555	1774	3539	1564	1774	3539	1546
Grp Volume(v), veh/h	101	642	307	170	1114	23	247	903	53	127	1065	115
Grp Sat Flow(s),veh/h/ln	1721	1695	1592	1721	1770	1555	1774	1770	1564	1774	1770	1546
Q Serve(g_s), s	3.6	22.7	23.2	5.8	39.6	1.3	14.5	29.2	1.9	9.2	38.1	7.1
Cycle Q Clear(g_c), s	3.6	22.7	23.2	5.8	39.6	1.3	14.5	29.2	1.9	9.2	38.1	7.1
Prop In Lane	1.00		0.84	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	856	402	511	1195	525	198	1220	539	151	1126	492
V/C Ratio(X)	0.39	0.75	0.76	0.33	0.93	0.04	1.25	0.74	0.10	0.84	0.95	0.23
Avail Cap(c_a), veh/h	331	1043	490	511	1195	525	198	1220	539	252	1157	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	44.8	45.0	49.6	41.6	29.0	57.8	37.5	11.8	58.6	43.2	32.6
Incr Delay (d2), s/veh	0.4	6.0	12.9	0.1	14.2	0.2	146.6	2.6	0.1	5.0	15.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.3	11.7	2.7	21.7	0.6	15.1	14.7	0.8	4.7	21.0	3.1
LnGrp Delay(d),s/veh	57.7	50.8	57.9	49.7	55.8	29.1	204.3	40.1	11.9	63.6	58.4	33.0
LnGrp LOS	E	D	E	D	E	C	F	D	B	E	E	C
Approach Vol, veh/h		1050			1307			1203			1307	
Approach Delay, s/veh		53.6			54.5			72.6			56.7	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	49.9	15.6	50.3	25.3	38.8	19.0	46.9
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	12.5	40.0	18.5	38.5	12.5	* 40	14.5	42.5
Max Q Clear Time (g_c+I1), s	5.6	41.6	11.2	31.2	7.8	25.2	16.5	40.1
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	3.4	6.9	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	59.4
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	83	74	373	80	29	29	892	208	75	1674	234
Future Volume (veh/h)	118	83	74	373	80	29	29	892	208	75	1674	234
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	124	87	66	393	84	29	31	939	219	79	1762	232
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	277	191	130	372	66	23	94	1536	686	161	2149	281
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.05	0.43	0.43	0.09	0.47	0.47
Sat Flow, veh/h	685	586	398	942	201	69	1792	3574	1597	1792	4596	602
Grp Volume(v), veh/h	277	0	0	506	0	0	31	939	219	79	1310	684
Grp Sat Flow(s),veh/h/ln	1669	0	0	1212	0	0	1792	1787	1597	1792	1712	1774
Q Serve(g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	1.6	19.9	8.9	4.1	32.4	32.8
Cycle Q Clear(g_c), s	13.0	0.0	0.0	32.0	0.0	0.0	1.6	19.9	8.9	4.1	32.4	32.8
Prop In Lane	0.45		0.24	0.78		0.06	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	598	0	0	461	0	0	94	1536	686	161	1601	830
V/C Ratio(X)	0.46	0.00	0.00	1.10	0.00	0.00	0.33	0.61	0.32	0.49	0.82	0.82
Avail Cap(c_a), veh/h	598	0	0	461	0	0	457	1640	733	457	1601	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	36.0	0.0	0.0	44.8	21.6	18.5	42.5	22.5	22.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	71.4	0.0	0.0	2.0	0.7	0.4	0.9	3.6	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	0.0	21.5	0.0	0.0	0.9	9.9	4.0	2.1	16.1	17.6
LnGrp Delay(d),s/veh	27.4	0.0	0.0	107.4	0.0	0.0	46.9	22.4	18.9	43.3	26.2	29.7
LnGrp LOS	C			F			D	C	B	D	C	C
Approach Vol, veh/h		277			506			1189			2073	
Approach Delay, s/veh		27.4			107.4			22.4			28.0	
Approach LOS		C			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	48.2		36.6	9.6	51.9		36.6
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	6.1	21.9		15.0	3.6	34.8		34.0
Green Ext Time (p_c), s	0.0	20.2		6.8	0.0	9.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	144	1	309	1	219	74	303	495	0
Future Volume (veh/h)	0	0	0	144	1	309	1	219	74	303	495	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	158	1	247	1	241	8	333	544	0
Adj No. of Lanes	0	1	0	0	1	0	0	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	546	0	224	14	271	1	335	266	603	633	0
Arrive On Green	0.00	0.00	0.00	0.29	0.29	0.29	0.18	0.18	0.18	0.34	0.34	0.00
Sat Flow, veh/h	0	1863	0	547	48	924	8	1855	1474	1774	1863	0
Grp Volume(v), veh/h	0	0	0	406	0	0	242	0	8	333	544	0
Grp Sat Flow(s),veh/h/ln	0	1863	0	1519	0	0	1862	0	1474	1774	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	18.6	0.0	0.0	9.6	0.0	0.4	11.9	21.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	20.2	0.0	0.0	9.6	0.0	0.4	11.9	21.3	0.0
Prop In Lane	0.00		0.00	0.39		0.61	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	546	0	509	0	0	336	0	266	603	633	0
V/C Ratio(X)	0.00	0.00	0.00	0.80	0.00	0.00	0.72	0.00	0.03	0.55	0.86	0.00
Avail Cap(c_a), veh/h	0	628	0	575	0	0	452	0	358	680	714	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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	26.6	0.0	0.0	30.2	0.0	26.4	21.0	24.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.0	0.0	0.0	4.7	0.0	0.1	1.1	10.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	9.3	0.0	0.0	5.3	0.0	0.1	6.0	12.6	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	32.6	0.0	0.0	34.9	0.0	26.5	22.1	34.1	0.0
LnGrp LOS				C			C		C	C	C	
Approach Vol, veh/h		0			406			250			877	
Approach Delay, s/veh		0.0			32.6			34.7			29.6	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.6		27.5		19.1		27.5
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6
Max Green Setting (Gmax), s		30.0		26.4		19.0		26.4
Max Q Clear Time (g_c+I1), s		23.3		22.2		11.6		0.0
Green Ext Time (p_c), s		3.3		0.8		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	335	317	331	467	247	142	369	136	114	661	126
Future Volume (veh/h)	135	335	317	331	467	247	142	369	136	114	661	126
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	141	349	105	345	486	155	148	384	100	119	689	114
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	184	400	333	375	620	517	185	716	184	180	776	128
Arrive On Green	0.10	0.21	0.21	0.21	0.33	0.33	0.10	0.26	0.26	0.10	0.25	0.25
Sat Flow, veh/h	1792	1881	1565	1792	1881	1568	1792	2792	717	1792	3056	505
Grp Volume(v), veh/h	141	349	105	345	486	155	148	244	240	119	403	400
Grp Sat Flow(s),veh/h/ln	1792	1881	1565	1792	1881	1568	1792	1787	1722	1792	1787	1774
Q Serve(g_s), s	7.3	17.0	4.0	17.9	22.2	7.0	7.7	11.2	11.4	6.1	20.6	20.7
Cycle Q Clear(g_c), s	7.3	17.0	4.0	17.9	22.2	7.0	7.7	11.2	11.4	6.1	20.6	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.28
Lane Grp Cap(c), veh/h	184	400	333	375	620	517	185	458	441	180	454	450
V/C Ratio(X)	0.77	0.87	0.32	0.92	0.78	0.30	0.80	0.53	0.54	0.66	0.89	0.89
Avail Cap(c_a), veh/h	255	446	371	375	620	517	217	461	444	217	461	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	36.1	17.1	36.8	28.8	23.7	41.6	30.4	30.5	41.1	34.1	34.2
Incr Delay (d2), s/veh	5.5	22.1	2.5	27.1	9.6	1.5	14.1	1.5	1.8	3.2	18.8	19.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	11.3	1.9	11.6	13.1	3.2	4.5	5.7	5.6	3.2	12.5	12.5
LnGrp Delay(d),s/veh	47.0	58.2	19.5	63.9	38.3	25.2	55.7	32.0	32.3	44.4	52.9	53.3
LnGrp LOS	D	E	B	E	D	C	E	C	C	D	D	D
Approach Vol, veh/h		595			986			632			922	
Approach Delay, s/veh		48.7			45.2			37.7			52.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	29.6	14.3	36.8	14.1	29.8	25.4	25.7
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	11.5	24.5	13.5	25.5	11.5	24.5	16.5	* 23
Max Q Clear Time (g_c+I1), s	9.7	22.7	9.3	24.2	8.1	13.4	19.9	19.0
Green Ext Time (p_c), s	0.0	1.4	0.0	0.7	0.0	7.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	550	24	61	748	15	48	32	32	4	38	176
Future Volume (veh/h)	48	550	24	61	748	15	48	32	32	4	38	176
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.97		0.97	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	54	618	26	69	840	17	54	36	15	4	43	10
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	667	28	575	1138	23	152	94	31	48	262	224
Arrive On Green	0.08	0.38	0.38	0.65	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	1772	75	1774	1818	37	651	644	216	47	1797	1534
Grp Volume(v), veh/h	54	0	644	69	0	857	105	0	0	47	0	10
Grp Sat Flow(s),veh/h/ln	1774	0	1847	1774	0	1855	1512	0	0	1843	0	1534
Q Serve(g_s), s	2.7	0.0	31.7	1.4	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	2.7	0.0	31.7	1.4	0.0	0.0	6.0	0.0	0.0	2.1	0.0	0.5
Prop In Lane	1.00		0.04	1.00		0.02	0.51		0.14	0.09		1.00
Lane Grp Cap(c), veh/h	142	0	695	575	0	1161	278	0	0	310	0	224
V/C Ratio(X)	0.38	0.00	0.93	0.12	0.00	0.74	0.38	0.00	0.00	0.15	0.00	0.04
Avail Cap(c_a), veh/h	215	0	739	575	0	1161	569	0	0	661	0	523
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.69	0.00	0.69	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	28.4	11.5	0.0	0.0	37.1	0.0	0.0	35.6	0.0	34.9
Incr Delay (d2), s/veh	0.6	0.0	20.2	0.0	0.0	3.0	0.3	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(50%),veh/ln	1.4	0.0	20.0	0.7	0.0	1.0	2.6	0.0	0.0	1.1	0.0	0.2
LnGrp Delay(d),s/veh	42.1	0.0	48.6	11.6	0.0	3.0	37.4	0.0	0.0	35.6	0.0	34.9
LnGrp LOS	D		D	B		A	D			D		C
Approach Vol, veh/h		698			926			105			57	
Approach Delay, s/veh		48.1			3.6			37.4			35.5	
Approach LOS		D			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	35.8	40.8		18.4	12.1	64.5		18.4
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	* 38		32.4	11.5	37.0		32.4
Max Q Clear Time (g_c+I1), s	3.4	33.7		4.1	4.7	2.0		8.0
Green Ext Time (p_c), s	4.2	2.0		0.6	0.0	10.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	529	71	93	694	1	124	4	111	1	1	4
Future Volume (veh/h)	1	529	71	93	694	1	124	4	111	1	1	4
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	575	74	101	754	1	135	4	78	1	1	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
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	5	892	115	156	1189	2	166	5	96	4	4	0
Arrive On Green	0.00	0.55	0.55	0.18	1.00	1.00	0.16	0.16	0.16	0.00	0.00	0.00
Sat Flow, veh/h	1774	1611	207	1774	1860	2	1056	31	610	909	909	0
Grp Volume(v), veh/h	1	0	649	101	0	755	217	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1818	1774	0	1862	1698	0	0	1817	0	0
Q Serve(g_s), s	0.1	0.0	23.5	5.0	0.0	0.0	11.7	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	23.5	5.0	0.0	0.0	11.7	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	0.62		0.36	0.50		0.00
Lane Grp Cap(c), veh/h	5	0	1007	156	0	1190	266	0	0	8	0	0
V/C Ratio(X)	0.21	0.00	0.64	0.65	0.00	0.63	0.82	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	215	0	1007	196	0	1190	543	0	0	180	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.00	0.74	0.73	0.00	0.73	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.3	0.0	14.7	37.7	0.0	0.0	38.7	0.0	0.0	47.1	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	2.4	1.6	0.0	1.9	2.3	0.0	0.0	6.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	12.4	2.5	0.0	0.6	5.7	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	52.9	0.0	17.1	39.4	0.0	1.9	41.0	0.0	0.0	53.3	0.0	0.0
LnGrp LOS	D		B	D		A	D			D		
Approach Vol, veh/h		650			856			217			2	
Approach Delay, s/veh		17.1			6.3			41.0			53.3	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	57.6		5.0	4.8	65.7		19.5
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	26.0		9.4	11.5	25.0		30.4
Max Q Clear Time (g_c+I1), s	7.0	25.5		2.1	2.1	2.0		13.7
Green Ext Time (p_c), s	0.0	0.4		0.0	0.0	14.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	540	7	1	497	97	1	0	0	163	1	246
Future Volume (veh/h)	93	540	7	1	497	97	1	0	0	163	1	246
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	99	574	7	1	529	97	1	0	0	173	1	34
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	548	1285	16	4	590	108	250	0	0	290	7	226
Arrive On Green	0.62	1.00	1.00	0.00	0.39	0.39	0.15	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	1774	1836	22	1774	1521	279	1168	0	0	1385	45	1514
Grp Volume(v), veh/h	99	0	581	1	0	626	1	0	0	173	0	35
Grp Sat Flow(s),veh/h/ln	1774	0	1858	1774	0	1800	1168	0	0	1385	0	1559
Q Serve(g_s), s	2.3	0.0	0.0	0.1	0.0	31.0	0.1	0.0	0.0	9.1	0.0	1.9
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.1	0.0	31.0	1.9	0.0	0.0	11.0	0.0	1.9
Prop In Lane	1.00		0.01	1.00		0.15	1.00		0.00	1.00		0.97
Lane Grp Cap(c), veh/h	548	0	1301	4	0	699	250	0	0	290	0	233
V/C Ratio(X)	0.18	0.00	0.45	0.26	0.00	0.90	0.00	0.00	0.00	0.60	0.00	0.15
Avail Cap(c_a), veh/h	548	0	1301	177	0	815	423	0	0	468	0	433
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.00	0.67	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	47.3	0.0	27.3	36.0	0.0	0.0	38.8	0.0	35.2
Incr Delay (d2), s/veh	0.1	0.0	0.7	12.3	0.0	16.4	0.0	0.0	0.0	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.3	0.0	0.0	18.5	0.0	0.0	0.0	4.4	0.0	0.8
LnGrp Delay(d),s/veh	13.1	0.0	0.7	59.7	0.0	43.7	36.0	0.0	0.0	39.6	0.0	35.3
LnGrp LOS	B		A	E		D	D			D		D
Approach Vol, veh/h		680			627			1			208	
Approach Delay, s/veh		2.5			43.7			36.0			38.9	
Approach LOS		A			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	34.3	41.9		18.8	4.7	71.5		18.8
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	11.5	* 43		26.4	9.5	45.0		26.4
Max Q Clear Time (g_c+I1), s	4.3	33.0		13.0	2.1	2.0		3.9
Green Ext Time (p_c), s	2.5	3.9		0.3	0.0	6.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	62	404	2	1	0	319	525	21	62	894	161
Future Volume (veh/h)	151	62	404	2	1	0	319	525	21	62	894	161
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	0.98		1.00	1.00		0.92	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	182	75	298	2	1	0	384	633	23	75	1077	180
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	78	310	60	20	0	407	1986	72	109	1214	202
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.00	0.23	0.57	0.57	0.06	0.40	0.40
Sat Flow, veh/h	1410	312	1239	39	82	0	1774	3471	126	1774	3008	501
Grp Volume(v), veh/h	182	0	373	3	0	0	384	322	334	75	632	625
Grp Sat Flow(s),veh/h/ln	1410	0	1551	121	0	0	1774	1770	1827	1774	1770	1740
Q Serve(g_s), s	0.0	0.0	28.5	0.1	0.0	0.0	25.5	11.4	11.5	5.0	39.8	40.1
Cycle Q Clear(g_c), s	15.5	0.0	28.5	28.6	0.0	0.0	25.5	11.4	11.5	5.0	39.8	40.1
Prop In Lane	1.00		0.80	0.67		0.00	1.00		0.07	1.00		0.29
Lane Grp Cap(c), veh/h	373	0	388	80	0	0	407	1012	1046	109	714	702
V/C Ratio(X)	0.49	0.00	0.96	0.04	0.00	0.00	0.94	0.32	0.32	0.69	0.88	0.89
Avail Cap(c_a), veh/h	373	0	388	80	0	0	414	1012	1046	340	714	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	44.4	37.0	0.0	0.0	45.4	13.4	13.4	55.2	33.2	33.3
Incr Delay (d2), s/veh	0.4	0.0	35.5	0.1	0.0	0.0	29.4	0.8	0.8	2.9	15.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	16.1	0.1	0.0	0.0	15.8	5.8	6.0	2.5	22.3	22.3
LnGrp Delay(d),s/veh	39.9	0.0	79.9	37.0	0.0	0.0	74.9	14.3	14.2	58.1	48.2	49.0
LnGrp LOS	D		E	D			E	B	B	E	D	D
Approach Vol, veh/h		555			3			1040			1332	
Approach Delay, s/veh		66.8			37.0			36.6			49.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.6	53.4		35.0	11.3	73.7		35.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	28.0	48.0		30.0	23.0	53.0		30.0
Max Q Clear Time (g_c+I1), s	27.5	42.1		30.6	7.0	13.5		30.5
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	26.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	506	287	67	539	371	133	539	28	227	1335	97
Future Volume (veh/h)	75	506	287	67	539	371	133	539	28	227	1335	97
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	82	550	248	73	586	301	145	586	27	247	1451	43
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	131	717	323	128	680	349	171	1143	53	273	1378	605
Arrive On Green	0.07	0.30	0.30	0.07	0.30	0.30	0.03	0.11	0.11	0.15	0.39	0.39
Sat Flow, veh/h	1792	2380	1070	1792	2268	1164	1792	3476	160	1792	3574	1569
Grp Volume(v), veh/h	82	413	385	73	462	425	145	301	312	247	1451	43
Grp Sat Flow(s),veh/h/ln	1792	1787	1663	1792	1787	1644	1792	1787	1849	1792	1787	1569
Q Serve(g_s), s	5.8	27.3	27.4	5.1	31.7	31.7	10.5	20.7	20.7	17.6	50.1	2.3
Cycle Q Clear(g_c), s	5.8	27.3	27.4	5.1	31.7	31.7	10.5	20.7	20.7	17.6	50.1	2.3
Prop In Lane	1.00		0.64	1.00		0.71	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	131	539	501	128	536	493	171	587	608	273	1378	605
V/C Ratio(X)	0.63	0.77	0.77	0.57	0.86	0.86	0.85	0.51	0.51	0.91	1.05	0.07
Avail Cap(c_a), veh/h	145	550	512	145	550	506	172	587	608	351	1378	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	41.2	41.3	58.4	43.0	43.0	62.0	48.1	48.1	54.2	39.9	25.2
Incr Delay (d2), s/veh	4.6	6.7	7.3	1.6	13.4	14.5	28.7	3.1	3.0	19.6	39.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	14.4	13.7	2.6	17.6	16.4	6.6	10.7	11.1	10.2	32.2	1.0
LnGrp Delay(d),s/veh	63.1	48.0	48.6	60.1	56.3	57.4	90.7	51.2	51.1	73.7	79.4	25.5
LnGrp LOS	E	D	D	E	E	E	F	D	D	E	F	C
Approach Vol, veh/h		880			960			758			1741	
Approach Delay, s/veh		49.7			57.1			58.7			77.3	
Approach LOS		D			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	44.2	16.9	55.1	14.0	44.0	24.3	47.7
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	40.0	12.5	48.0	10.5	40.0	25.5	35.0
Max Q Clear Time (g_c+I1), s	7.1	29.4	12.5	52.1	7.8	33.7	19.6	22.7
Green Ext Time (p_c), s	0.0	8.4	0.0	0.0	0.0	5.2	0.2	10.8

Intersection Summary	
HCM 2010 Ctrl Delay	64.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	4	24	143	8	188	12	618	109	240	1496	7
Future Volume (veh/h)	8	4	24	143	8	188	12	618	109	240	1496	7
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.92	0.92		0.92	1.00		0.93	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	5	1	168	9	12	14	727	116	282	1760	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	403	81	407	187	249	61	1326	211	307	2085	9
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.44	0.44	0.17	0.58	0.58
Sat Flow, veh/h	1274	1482	296	1288	687	916	1774	3024	482	1774	3612	16
Grp Volume(v), veh/h	9	0	6	168	0	21	14	425	418	282	862	906
Grp Sat Flow(s),veh/h/ln	1274	0	1779	1288	0	1603	1774	1770	1737	1774	1770	1859
Q Serve(g_s), s	0.6	0.0	0.3	13.2	0.0	1.2	0.9	21.3	21.3	18.8	48.1	48.3
Cycle Q Clear(g_c), s	1.8	0.0	0.3	13.4	0.0	1.2	0.9	21.3	21.3	18.8	48.1	48.3
Prop In Lane	1.00		0.17	1.00		0.57	1.00		0.28	1.00		0.01
Lane Grp Cap(c), veh/h	394	0	484	407	0	436	61	776	761	307	1022	1073
V/C Ratio(X)	0.02	0.00	0.01	0.41	0.00	0.05	0.23	0.55	0.55	0.92	0.84	0.84
Avail Cap(c_a), veh/h	409	0	504	422	0	454	177	776	761	325	1022	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	31.9	36.8	0.0	32.2	56.4	24.9	24.9	48.8	20.9	20.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.7	2.8	2.8	28.1	8.5	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	4.7	0.0	0.5	0.5	11.0	10.8	11.6	25.9	27.1
LnGrp Delay(d),s/veh	32.9	0.0	31.9	37.1	0.0	32.2	57.1	27.7	27.8	76.9	29.4	29.1
LnGrp LOS	C		C	D		C	E	C	C	E	C	C
Approach Vol, veh/h		15			189			857			2050	
Approach Delay, s/veh		32.5			36.5			28.2			35.8	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	74.3		37.6	24.8	57.6		37.6
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	22.0	50.0		34.0
Max Q Clear Time (g_c+I1), s	2.9	50.3		15.4	20.8	23.3		3.8
Green Ext Time (p_c), s	0.0	9.4		0.4	0.0	24.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	105	118	43	154	58	70	515	27	49	1501	66
Future Volume (veh/h)	74	105	118	43	154	58	70	515	27	49	1501	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	80	113	27	46	166	37	75	554	27	53	1614	69
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	154	257	65	103	356	82	116	2256	110	106	2252	96
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.06	0.65	0.65	0.12	1.00	1.00
Sat Flow, veh/h	598	1467	373	372	2034	472	1792	3467	169	1792	3491	149
Grp Volume(v), veh/h	102	0	118	123	0	126	75	285	296	53	823	860
Grp Sat Flow(s),veh/h/ln	808	0	1630	1270	0	1608	1792	1787	1848	1792	1787	1852
Q Serve(g_s), s	9.2	0.0	8.4	5.5	0.0	9.1	5.3	8.6	8.7	3.6	0.0	0.0
Cycle Q Clear(g_c), s	18.4	0.0	8.4	13.8	0.0	9.1	5.3	8.6	8.7	3.6	0.0	0.0
Prop In Lane	0.78		0.23	0.37		0.29	1.00		0.09	1.00		0.08
Lane Grp Cap(c), veh/h	191	0	285	260	0	281	116	1163	1203	106	1153	1195
V/C Ratio(X)	0.54	0.00	0.41	0.47	0.00	0.45	0.65	0.25	0.25	0.50	0.71	0.72
Avail Cap(c_a), veh/h	242	0	351	324	0	346	214	1163	1203	145	1153	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.2	0.0	47.7	50.2	0.0	48.0	59.4	9.4	9.4	55.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.4	0.5	0.0	0.4	2.3	0.5	0.5	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.8	4.2	0.0	4.1	2.7	4.4	4.5	1.8	0.1	0.1
LnGrp Delay(d),s/veh	56.1	0.0	48.1	50.7	0.0	48.4	61.6	9.9	9.9	55.7	0.3	0.3
LnGrp LOS	E		D	D		D	E	A	A	E	A	A
Approach Vol, veh/h		220			249			656			1736	
Approach Delay, s/veh		51.8			49.5			15.8			2.0	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	90.1		27.7	12.9	89.4		27.7
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	5.6	10.7		20.4	7.3	2.0		15.8
Green Ext Time (p_c), s	0.0	47.1		1.2	0.0	48.9		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	5	3	162	7	143	5	197	95	189	209	21
Future Volume (veh/h)	13	5	3	162	7	143	5	197	95	189	209	21
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.88	0.90		0.88	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	5	1	169	7	30	5	205	81	197	218	20
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	145	26	590	104	445	24	317	125	285	672	62
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.01	0.25	0.25	0.16	0.40	0.40
Sat Flow, veh/h	912	385	68	1270	277	1186	1774	1257	496	1774	1680	154
Grp Volume(v), veh/h	20	0	0	169	0	37	5	0	286	197	0	238
Grp Sat Flow(s),veh/h/ln	1366	0	0	1270	0	1463	1774	0	1753	1774	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	1.1	0.2	0.0	9.7	7.0	0.0	6.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	6.1	0.0	1.1	0.2	0.0	9.7	7.0	0.0	6.0
Prop In Lane	0.70		0.05	1.00		0.81	1.00		0.28	1.00		0.08
Lane Grp Cap(c), veh/h	604	0	0	590	0	549	24	0	443	285	0	734
V/C Ratio(X)	0.03	0.00	0.00	0.29	0.00	0.07	0.21	0.00	0.65	0.69	0.00	0.32
Avail Cap(c_a), veh/h	706	0	0	685	0	658	665	0	789	665	0	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	14.8	0.0	13.3	32.5	0.0	22.3	26.4	0.0	13.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	1.6	0.0	2.3	1.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	2.2	0.0	0.4	0.1	0.0	5.0	3.5	0.0	3.0
LnGrp Delay(d),s/veh	13.2	0.0	0.0	14.9	0.0	13.4	34.2	0.0	24.5	27.5	0.0	14.2
LnGrp LOS	B			B		B	C		C	C		B
Approach Vol, veh/h		20			206			291			435	
Approach Delay, s/veh		13.2			14.6			24.7			20.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		29.6	5.4	31.7		29.6	15.2	21.8
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		3.1	2.2	8.0		8.1	9.0	11.7
Green Ext Time (p_c), s		0.5	0.0	4.6		0.5	0.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	227	186	140	211	80	122	658	173	157	942	38
Future Volume (veh/h)	36	227	186	140	211	80	122	658	173	157	942	38
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	38	241	45	149	224	18	130	700	150	167	1002	37
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	520	95	182	778	337	517	1854	392	193	1288	48
Arrive On Green	0.07	0.17	0.17	0.10	0.22	0.22	0.29	0.44	0.44	0.11	0.26	0.26
Sat Flow, veh/h	1774	2971	545	1774	3539	1531	1774	4187	885	1774	5027	185
Grp Volume(v), veh/h	38	142	144	149	224	18	130	565	285	167	675	364
Grp Sat Flow(s),veh/h/ln	1774	1770	1746	1774	1770	1531	1774	1695	1682	1774	1695	1822
Q Serve(g_s), s	2.5	8.6	8.9	9.9	6.3	1.1	6.7	13.4	13.6	11.1	22.2	22.3
Cycle Q Clear(g_c), s	2.5	8.6	8.9	9.9	6.3	1.1	6.7	13.4	13.6	11.1	22.2	22.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.53	1.00		0.10
Lane Grp Cap(c), veh/h	117	310	306	182	778	337	517	1501	745	193	869	467
V/C Ratio(X)	0.33	0.46	0.47	0.82	0.29	0.05	0.25	0.38	0.38	0.86	0.78	0.78
Avail Cap(c_a), veh/h	185	509	502	259	1165	504	517	1501	745	229	1017	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	44.4	44.5	52.8	39.0	36.9	32.5	22.4	22.4	52.6	41.4	41.5
Incr Delay (d2), s/veh	0.6	0.4	0.4	8.9	0.1	0.0	0.1	0.7	1.5	21.8	6.8	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	4.3	5.3	3.1	0.5	3.3	6.4	6.6	6.6	11.2	12.8
LnGrp Delay(d),s/veh	54.1	44.8	44.9	61.7	39.0	37.0	32.6	23.1	23.9	74.4	48.2	53.6
LnGrp LOS	D	D	D	E	D	D	C	C	C	E	D	D
Approach Vol, veh/h		324			391			980			1206	
Approach Delay, s/veh		45.9			47.6			24.6			53.5	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.0	35.8	12.4	31.9	17.6	58.1	17.8	26.5
Change Period (Y+Rc), s	5.0	* 5	4.5	5.5	4.5	5.0	5.5	* 5.5
Max Green Setting (Gmax), s	12.5	* 36	12.5	39.5	15.5	33.0	17.5	* 35
Max Q Clear Time (g_c+I1), s	8.7	24.3	4.5	8.3	13.1	15.6	11.9	10.9
Green Ext Time (p_c), s	2.2	6.5	0.0	0.9	0.0	6.6	0.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	338	96	165	347	74	58	84	183	61	90	15
Future Volume (veh/h)	39	338	96	165	347	74	58	84	183	61	90	15
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	42	363	83	177	373	26	62	90	136	66	97	10
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	759	171	218	1151	495	332	124	187	193	306	32
Arrive On Green	0.06	0.27	0.27	0.12	0.33	0.33	0.19	0.19	0.19	0.15	0.15	0.15
Sat Flow, veh/h	1774	2848	642	1774	3539	1523	1774	664	1003	1312	2083	220
Grp Volume(v), veh/h	42	224	222	177	373	26	62	0	226	90	0	83
Grp Sat Flow(s),veh/h/ln	1774	1770	1721	1774	1770	1523	1774	0	1667	1797	0	1818
Q Serve(g_s), s	1.6	7.4	7.6	6.7	5.5	0.8	2.0	0.0	8.9	3.1	0.0	2.8
Cycle Q Clear(g_c), s	1.6	7.4	7.6	6.7	5.5	0.8	2.0	0.0	8.9	3.1	0.0	2.8
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.60	0.73		0.12
Lane Grp Cap(c), veh/h	114	472	459	218	1151	495	332	0	312	264	0	268
V/C Ratio(X)	0.37	0.47	0.48	0.81	0.32	0.05	0.19	0.00	0.73	0.34	0.00	0.31
Avail Cap(c_a), veh/h	511	1020	992	511	2040	878	767	0	721	777	0	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	21.4	21.4	29.7	17.7	16.1	23.8	0.0	26.5	26.6	0.0	26.4
Incr Delay (d2), s/veh	0.7	1.1	1.1	2.8	0.2	0.1	0.1	0.0	1.2	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	3.7	3.5	2.7	0.3	1.0	0.0	4.2	1.6	0.0	1.4
LnGrp Delay(d),s/veh	31.9	22.4	22.6	32.5	17.9	16.1	23.9	0.0	27.7	26.9	0.0	26.7
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		488			576			288			173	
Approach Delay, s/veh		23.3			22.3			26.9			26.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	28.1		17.6	13.0	24.0		14.8
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	3.6	7.5		10.9	8.7	9.6		5.1
Green Ext Time (p_c), s	0.0	8.6		0.9	0.1	8.4		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	325	113	217	414	81	131	651	173	131	1262	102
Future Volume (veh/h)	101	325	113	217	414	81	131	651	173	131	1262	102
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	107	346	90	231	440	72	139	693	148	139	1343	102
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	600	152	255	875	142	279	1639	346	163	1526	116
Arrive On Green	0.08	0.22	0.22	0.14	0.29	0.29	0.31	0.78	0.78	0.09	0.32	0.32
Sat Flow, veh/h	1774	2725	693	1774	3032	492	1774	4200	885	1774	4811	365
Grp Volume(v), veh/h	107	222	214	231	255	257	139	558	283	139	946	499
Grp Sat Flow(s),veh/h/ln	1774	1770	1648	1774	1770	1755	1774	1695	1695	1774	1695	1786
Q Serve(g_s), s	7.7	14.5	15.1	16.7	15.6	15.8	8.3	7.0	7.2	10.0	34.4	34.4
Cycle Q Clear(g_c), s	7.7	14.5	15.1	16.7	15.6	15.8	8.3	7.0	7.2	10.0	34.4	34.4
Prop In Lane	1.00		0.42	1.00		0.28	1.00		0.52	1.00		0.20
Lane Grp Cap(c), veh/h	134	389	363	255	510	506	279	1323	662	163	1075	567
V/C Ratio(X)	0.80	0.57	0.59	0.91	0.50	0.51	0.50	0.42	0.43	0.85	0.88	0.88
Avail Cap(c_a), veh/h	212	429	399	280	510	506	279	1323	662	212	1108	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.79	0.79	0.79	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.1	45.2	45.4	54.8	38.5	38.5	40.4	9.5	9.5	58.1	42.0	42.0
Incr Delay (d2), s/veh	3.6	1.5	1.9	23.4	0.9	0.9	0.4	0.8	1.6	18.2	10.3	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	7.3	7.1	9.8	7.7	7.8	4.0	3.2	3.4	5.8	17.6	19.7
LnGrp Delay(d),s/veh	62.8	46.7	47.4	78.2	39.3	39.5	40.8	10.3	11.1	76.4	52.3	59.6
LnGrp LOS	E	D	D	E	D	D	D	B	B	E	D	E
Approach Vol, veh/h		543			743			980			1584	
Approach Delay, s/veh		50.2			51.5			14.8			56.7	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	34.1	26.0	46.7	14.3	43.0	16.5	56.2
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	20.5	31.5	15.5	* 43	15.5	36.5	15.5	42.5
Max Q Clear Time (g_c+I1), s	18.7	17.1	10.3	36.4	9.7	17.8	12.0	9.2
Green Ext Time (p_c), s	0.0	5.3	2.2	4.9	0.0	7.5	0.0	8.5

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	384	79	193	602	63	88	186	194	85	182	86
Future Volume (veh/h)	88	384	79	193	602	63	88	186	194	85	182	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.85	1.00		0.92	1.00		0.84	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	91	396	63	199	621	57	91	192	166	88	188	74
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	139	610	95	483	1324	121	154	199	172	138	283	111
Arrive On Green	0.08	0.21	0.21	0.28	0.42	0.42	0.09	0.24	0.24	0.08	0.23	0.23
Sat Flow, veh/h	1740	2930	459	1740	3187	292	1740	829	717	1740	1228	484
Grp Volume(v), veh/h	91	232	227	199	338	340	91	0	358	88	0	262
Grp Sat Flow(s),veh/h/ln	1740	1736	1653	1740	1736	1744	1740	0	1545	1740	0	1712
Q Serve(g_s), s	5.3	12.8	13.2	9.8	14.8	14.9	5.3	0.0	24.1	5.2	0.0	14.6
Cycle Q Clear(g_c), s	5.3	12.8	13.2	9.8	14.8	14.9	5.3	0.0	24.1	5.2	0.0	14.6
Prop In Lane	1.00		0.28	1.00		0.17	1.00		0.46	1.00		0.28
Lane Grp Cap(c), veh/h	139	361	344	483	721	724	154	0	371	138	0	395
V/C Ratio(X)	0.66	0.64	0.66	0.41	0.47	0.47	0.59	0.00	0.97	0.64	0.00	0.66
Avail Cap(c_a), veh/h	207	488	464	483	721	724	191	0	371	191	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	46.9	38.0	38.2	30.9	22.3	22.3	46.0	0.0	39.5	46.9	0.0	36.7
Incr Delay (d2), s/veh	1.2	5.1	5.8	0.2	2.2	2.2	1.3	0.0	37.7	1.7	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.6	6.6	4.7	7.5	7.6	2.6	0.0	14.1	2.5	0.0	7.4
LnGrp Delay(d),s/veh	48.1	43.1	43.9	31.1	24.4	24.5	47.4	0.0	77.2	48.6	0.0	40.8
LnGrp LOS	D	D	D	C	C	C	D		E	D		D
Approach Vol, veh/h		550			877			449			350	
Approach Delay, s/veh		44.3			26.0			71.1			42.8	
Approach LOS		D			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	27.3	13.8	29.2	12.9	49.1	12.8	30.2
Change Period (Y+Rc), s	5.5	* 5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	19.5	* 30	11.5	25.0	12.5	36.5	11.5	25.0
Max Q Clear Time (g_c+I1), s	11.8	15.2	7.3	16.6	7.3	16.9	7.2	26.1
Green Ext Time (p_c), s	3.2	3.1	0.0	3.1	0.0	5.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	267	82	19	686	30	45	67	23	55	138	109
Future Volume (veh/h)	49	267	82	19	686	30	45	67	23	55	138	109
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.96	0.99		0.98	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	281	66	20	722	30	47	71	9	58	145	80
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	638	146	712	1926	80	189	359	46	309	247	136
Arrive On Green	0.08	0.23	0.23	0.40	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	2798	639	1774	3457	144	1138	1616	205	1290	1114	615
Grp Volume(v), veh/h	52	175	172	20	369	383	47	0	80	58	0	225
Grp Sat Flow(s),veh/h/ln	1774	1770	1668	1774	1770	1831	1138	0	1821	1290	0	1729
Q Serve(g_s), s	2.9	8.9	9.3	0.7	12.3	12.3	4.0	0.0	3.8	4.0	0.0	12.2
Cycle Q Clear(g_c), s	2.9	8.9	9.3	0.7	12.3	12.3	16.3	0.0	3.8	7.8	0.0	12.2
Prop In Lane	1.00		0.38	1.00		0.08	1.00		0.11	1.00		0.36
Lane Grp Cap(c), veh/h	145	403	380	712	986	1020	189	0	404	309	0	384
V/C Ratio(X)	0.36	0.43	0.45	0.03	0.37	0.38	0.25	0.00	0.20	0.19	0.00	0.59
Avail Cap(c_a), veh/h	211	683	643	712	986	1020	341	0	649	482	0	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	34.7	34.9	19.0	13.0	13.0	43.8	0.0	33.2	36.4	0.0	36.5
Incr Delay (d2), s/veh	0.6	3.4	3.9	0.0	1.1	1.1	0.3	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.7	4.7	0.4	6.3	6.5	1.3	0.0	1.9	1.4	0.0	5.9
LnGrp Delay(d),s/veh	46.2	38.1	38.8	19.0	14.1	14.1	44.1	0.0	33.3	36.5	0.0	37.1
LnGrp LOS	D	D	D	B	B	B	D		C	D		D
Approach Vol, veh/h		399			772			127			283	
Approach Delay, s/veh		39.4			14.2			37.3			36.9	
Approach LOS		D			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	47.6	29.4		27.9	13.1	64.0		27.9
Change Period (Y+Rc), s	5.5	* 5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	12.5	* 41		37.4	12.5	40.5		37.4
Max Q Clear Time (g_c+I1), s	2.7	11.3		14.2	4.9	14.3		18.3
Green Ext Time (p_c), s	4.2	3.0		1.4	0.0	6.9		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	479	254	351	789	162	158	793	432	83	900	183
Future Volume (veh/h)	229	479	254	351	789	162	158	793	432	83	900	183
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	244	510	186	373	839	70	168	844	183	88	957	69
Adj No. of Lanes	1	3	0	1	3	1	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	922	323	266	1315	398	184	1870	567	131	1717	531
Arrive On Green	0.14	0.25	0.25	0.15	0.26	0.26	0.10	0.37	0.37	0.07	0.34	0.34
Sat Flow, veh/h	1774	3676	1288	1774	5085	1538	1774	5085	1542	1774	5085	1572
Grp Volume(v), veh/h	244	469	227	373	839	70	168	844	183	88	957	69
Grp Sat Flow(s),veh/h/ln	1774	1695	1573	1774	1695	1538	1774	1695	1542	1774	1695	1572
Q Serve(g_s), s	17.8	15.6	16.4	19.5	19.0	4.6	12.2	16.4	11.1	6.3	20.0	4.0
Cycle Q Clear(g_c), s	17.8	15.6	16.4	19.5	19.0	4.6	12.2	16.4	11.1	6.3	20.0	4.0
Prop In Lane	1.00		0.82	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	851	395	266	1315	398	184	1870	567	131	1717	531
V/C Ratio(X)	0.97	0.55	0.58	1.40	0.64	0.18	0.91	0.45	0.32	0.67	0.56	0.13
Avail Cap(c_a), veh/h	252	991	460	266	1526	461	184	1870	567	157	1717	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	55.4	42.3	42.6	55.3	42.8	37.4	57.7	31.2	29.5	58.7	35.1	29.8
Incr Delay (d2), s/veh	46.9	0.8	1.9	201.9	0.7	0.2	41.4	0.8	1.5	2.6	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	7.4	7.3	24.5	9.0	2.0	8.1	7.8	4.9	3.2	9.4	1.7
LnGrp Delay(d),s/veh	102.4	43.1	44.5	257.1	43.5	37.6	99.1	31.9	31.0	61.3	35.8	30.1
LnGrp LOS	F	D	D	F	D	D	F	C	C	E	D	C
Approach Vol, veh/h		940			1282			1195			1114	
Approach Delay, s/veh		58.8			105.3			41.2			37.4	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	38.6	18.0	49.4	23.0	39.6	14.1	53.3
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	19.5	38.0	13.5	38.5	18.5	39.0	11.5	40.5
Max Q Clear Time (g_c+I1), s	21.5	18.4	14.2	22.0	19.8	21.0	8.3	18.4
Green Ext Time (p_c), s	0.0	11.5	0.0	13.5	0.0	10.9	0.0	17.2

Intersection Summary	
HCM 2010 Ctrl Delay	62.1
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	321	113	133	400	206	136	775	86	84	1227	372
Future Volume (veh/h)	232	321	113	133	400	206	136	775	86	84	1227	372
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	239	331	87	137	412	34	140	799	84	87	1265	365
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	287	494	128	159	653	287	144	1644	173	121	1349	380
Arrive On Green	0.08	0.18	0.18	0.09	0.19	0.19	0.08	0.51	0.51	0.07	0.50	0.50
Sat Flow, veh/h	3408	2748	711	1757	3505	1544	1757	3197	336	1757	2692	758
Grp Volume(v), veh/h	239	209	209	137	412	34	140	438	445	87	813	817
Grp Sat Flow(s),veh/h/ln	1704	1752	1707	1757	1752	1544	1757	1752	1780	1757	1752	1698
Q Serve(g_s), s	9.7	15.6	16.0	10.8	15.2	2.6	11.1	22.7	22.7	6.8	60.4	64.8
Cycle Q Clear(g_c), s	9.7	15.6	16.0	10.8	15.2	2.6	11.1	22.7	22.7	6.8	60.4	64.8
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.19	1.00		0.45
Lane Grp Cap(c), veh/h	287	315	307	159	653	287	144	901	915	121	878	851
V/C Ratio(X)	0.83	0.66	0.68	0.86	0.63	0.12	0.97	0.49	0.49	0.72	0.93	0.96
Avail Cap(c_a), veh/h	523	482	469	169	764	336	144	901	915	144	878	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	53.5	53.7	62.8	52.5	47.4	64.1	22.0	22.0	63.8	32.5	33.6
Incr Delay (d2), s/veh	2.4	3.4	3.8	30.2	1.7	0.3	65.3	1.9	1.8	9.5	17.0	22.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	7.9	7.9	6.6	7.5	1.1	8.0	11.4	11.6	3.6	33.3	35.5
LnGrp Delay(d),s/veh	65.6	56.9	57.4	93.0	54.2	47.7	129.4	23.9	23.9	73.3	49.5	56.3
LnGrp LOS	E	E	E	F	D	D	F	C	C	E	D	E
Approach Vol, veh/h		657			583			1023			1717	
Approach Delay, s/veh		60.2			62.9			38.3			53.9	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	76.1	16.3	31.6	14.2	78.0	17.2	30.6
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	11.5	56.0	21.5	30.5	11.5	56.0	13.5	38.5
Max Q Clear Time (g_c+I1), s	13.1	66.8	11.7	17.2	8.8	24.7	12.8	18.0
Green Ext Time (p_c), s	0.0	0.0	0.1	5.7	0.0	27.4	0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	52.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	259	70	157	608	222	158	641	216	156	516	371
Future Volume (veh/h)	196	259	70	157	608	222	158	641	216	156	516	371
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	236	312	61	189	733	231	190	772	179	188	622	190
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	264	859	166	219	697	220	220	532	446	218	530	451
Arrive On Green	0.15	0.29	0.29	0.12	0.26	0.26	0.12	0.28	0.28	0.12	0.28	0.28
Sat Flow, veh/h	1792	2989	577	1792	2660	838	1792	1881	1579	1792	1881	1599
Grp Volume(v), veh/h	236	185	188	189	492	472	190	772	179	188	622	190
Grp Sat Flow(s),veh/h/ln	1792	1787	1779	1792	1787	1712	1792	1881	1579	1792	1881	1599
Q Serve(g_s), s	13.6	8.6	8.8	10.9	27.5	27.5	10.9	29.7	9.6	10.8	29.6	10.2
Cycle Q Clear(g_c), s	13.6	8.6	8.8	10.9	27.5	27.5	10.9	29.7	9.6	10.8	29.6	10.2
Prop In Lane	1.00		0.32	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	513	511	219	468	448	220	532	446	218	530	451
V/C Ratio(X)	0.89	0.36	0.37	0.86	1.05	1.05	0.86	1.45	0.40	0.86	1.17	0.42
Avail Cap(c_a), veh/h	264	513	511	264	468	448	247	532	446	247	530	451
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	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	29.7	29.8	45.2	38.8	38.8	45.2	37.7	30.5	45.2	37.7	30.7
Incr Delay (d2), s/veh	28.5	0.6	0.6	18.8	55.9	56.8	2.6	203.9	0.2	21.2	96.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	4.4	4.4	6.5	20.8	20.0	5.6	45.5	4.2	6.6	29.5	4.9
LnGrp Delay(d),s/veh	72.4	30.4	30.5	64.0	94.7	95.6	47.8	241.5	30.7	66.5	133.9	33.6
LnGrp LOS	E	C	C	E	F	F	D	F	C	E	F	C
Approach Vol, veh/h		609			1153			1141			1000	
Approach Delay, s/veh		46.7			90.0			176.2			102.2	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	34.6	17.3	35.7	17.3	34.7	20.0	33.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	14.5	28.0	15.5	27.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	12.9	31.6	12.9	10.8	12.8	31.7	15.6	29.5
Green Ext Time (p_c), s	0.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	111.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	72	53	104	61	165	32	701	57	70	736	40
Future Volume (veh/h)	50	72	53	104	61	165	32	701	57	70	736	40
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	61	88	45	127	74	156	39	855	66	85	898	48
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	146	202	92	183	100	183	93	879	68	125	935	50
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.51	0.51	0.02	0.17	0.17
Sat Flow, veh/h	353	710	321	478	351	643	1792	1722	133	1792	1767	94
Grp Volume(v), veh/h	194	0	0	357	0	0	39	0	921	85	0	946
Grp Sat Flow(s),veh/h/ln	1384	0	0	1472	0	0	1792	0	1854	1792	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	12.6	0.0	0.0	2.2	0.0	50.7	4.9	0.0	52.9
Cycle Q Clear(g_c), s	11.5	0.0	0.0	24.1	0.0	0.0	2.2	0.0	50.7	4.9	0.0	52.9
Prop In Lane	0.31		0.23	0.36		0.44	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	440	0	0	466	0	0	93	0	947	125	0	985
V/C Ratio(X)	0.44	0.00	0.00	0.77	0.00	0.00	0.42	0.00	0.97	0.68	0.00	0.96
Avail Cap(c_a), veh/h	518	0	0	543	0	0	264	0	947	264	0	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	30.5	0.0	0.0	35.4	0.0	0.0	48.3	0.0	25.0	50.1	0.0	42.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	4.5	0.0	0.0	1.1	0.0	23.2	0.2	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	10.3	0.0	0.0	1.1	0.0	32.0	2.5	0.0	28.3
LnGrp Delay(d),s/veh	30.8	0.0	0.0	39.9	0.0	0.0	49.4	0.0	48.2	50.3	0.0	45.6
LnGrp LOS	C			D			D		D	D		D
Approach Vol, veh/h		194			357			960			1031	
Approach Delay, s/veh		30.8			39.9			48.3			46.0	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	60.5		34.5	11.8	58.6		34.5
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	4.2	54.9		26.1	6.9	52.7		13.5
Green Ext Time (p_c), s	0.0	0.0		1.9	0.0	0.0		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	296	91	108	326	256	52	329	44	281	268	359
Future Volume (veh/h)	114	296	91	108	326	256	52	329	44	281	268	359
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	133	344	12	126	379	161	60	383	42	327	312	377
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	165	451	374	165	587	246	157	996	109	352	320	387
Arrive On Green	0.09	0.24	0.24	0.09	0.24	0.24	0.09	0.31	0.31	0.20	0.42	0.42
Sat Flow, veh/h	1792	1881	1561	1792	2455	1028	1792	3251	354	1792	770	930
Grp Volume(v), veh/h	133	344	12	126	274	266	60	210	215	327	0	689
Grp Sat Flow(s),veh/h/ln	1792	1881	1561	1792	1787	1695	1792	1787	1819	1792	0	1700
Q Serve(g_s), s	8.6	20.1	0.7	8.1	16.3	16.7	3.7	10.9	11.0	21.1	0.0	46.9
Cycle Q Clear(g_c), s	8.6	20.1	0.7	8.1	16.3	16.7	3.7	10.9	11.0	21.1	0.0	46.9
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.19	1.00		0.55
Lane Grp Cap(c), veh/h	165	451	374	165	428	406	157	548	557	352	0	707
V/C Ratio(X)	0.81	0.76	0.03	0.77	0.64	0.65	0.38	0.38	0.39	0.93	0.00	0.98
Avail Cap(c_a), veh/h	169	584	485	196	582	552	182	548	557	379	0	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	41.7	34.3	52.3	40.3	40.4	50.8	32.1	32.2	46.5	0.0	33.6
Incr Delay (d2), s/veh	22.0	5.3	0.0	11.1	2.3	2.5	0.6	0.6	0.6	27.0	0.0	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	11.1	0.3	4.5	8.3	8.1	1.9	5.4	5.6	13.1	0.0	27.4
LnGrp Delay(d),s/veh	74.5	47.0	34.4	63.4	42.6	43.0	51.3	32.7	32.8	73.5	0.0	61.3
LnGrp LOS	E	D	C	E	D	D	D	C	C	E		E
Approach Vol, veh/h		489			666			485			1016	
Approach Delay, s/veh		54.2			46.7			35.1			65.2	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	33.7	14.8	54.0	15.4	33.7	27.7	41.1
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	12.9	36.6	12.0	49.0	11.1	38.4	24.9	36.1
Max Q Clear Time (g_c+I1), s	10.1	22.1	5.7	48.9	10.6	18.7	23.1	13.0
Green Ext Time (p_c), s	0.0	6.1	0.0	0.1	0.0	7.1	0.0	11.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	279	522	399	350	29	99	176	155	48	955	51
Future Volume (veh/h)	34	279	522	399	350	29	99	176	155	48	955	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1900	1810	1810	1900	1810	1810	1900
Adj Flow Rate, veh/h	36	297	431	424	372	26	105	187	51	51	1016	51
Adj No. of Lanes	1	2	0	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	363	362	319	388	733	51	231	953	253	96	1101	55
Arrive On Green	0.21	0.21	0.21	0.22	0.22	0.22	0.07	0.36	0.36	0.06	0.33	0.33
Sat Flow, veh/h	1723	1719	1516	1723	3258	227	3343	2681	711	1723	3329	167
Grp Volume(v), veh/h	36	297	431	424	196	202	105	118	120	51	525	542
Grp Sat Flow(s),veh/h/ln	1723	1719	1516	1723	1719	1765	1672	1719	1673	1723	1719	1777
Q Serve(g_s), s	2.4	23.1	29.5	31.5	13.9	14.1	4.2	6.7	7.0	4.0	41.1	41.2
Cycle Q Clear(g_c), s	2.4	23.1	29.5	31.5	13.9	14.1	4.2	6.7	7.0	4.0	41.1	41.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.42	1.00		0.09
Lane Grp Cap(c), veh/h	363	362	319	388	387	397	231	611	594	96	569	588
V/C Ratio(X)	0.10	0.82	1.35	1.09	0.51	0.51	0.45	0.19	0.20	0.53	0.92	0.92
Avail Cap(c_a), veh/h	363	362	319	388	387	397	231	611	594	129	589	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	52.7	55.3	54.3	47.4	47.5	62.6	31.2	31.3	64.4	45.1	45.1
Incr Delay (d2), s/veh	0.2	14.4	176.6	73.2	1.5	1.5	0.5	0.7	0.8	1.7	22.8	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	12.4	28.0	22.9	6.8	7.0	2.0	3.3	3.4	2.0	23.1	23.8
LnGrp Delay(d),s/veh	44.7	67.1	231.8	127.5	48.9	49.0	63.1	31.9	32.1	66.1	67.9	67.4
LnGrp LOS	D	E	F	F	D	D	E	C	C	E	E	E
Approach Vol, veh/h		764			822			343			1118	
Approach Delay, s/veh		159.0			89.5			41.6			67.5	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.3	55.7		35.0	15.7	52.3		37.0
Change Period (Y+Rc), s	4.5	6.0		5.5	6.0	* 6		5.5
Max Green Setting (Gmax), s	10.5	47.0		29.5	9.5	* 48		31.5
Max Q Clear Time (g_c+I1), s	6.0	9.0		31.5	6.2	43.2		33.5
Green Ext Time (p_c), s	0.0	1.7		0.0	0.2	3.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	93.5
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	154	428	238	386	42	184	142	36	44	607	309
Future Volume (veh/h)	97	154	428	238	386	42	184	142	36	44	607	309
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	104	166	246	256	415	16	198	153	22	47	653	93
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	136	564	478	304	586	490	767	1239	175	105	806	344
Arrive On Green	0.08	0.31	0.31	0.09	0.32	0.32	0.23	0.40	0.40	0.06	0.23	0.23
Sat Flow, veh/h	1757	1845	1563	3408	1845	1543	3408	3082	436	1757	3505	1495
Grp Volume(v), veh/h	104	166	246	256	415	16	198	86	89	47	653	93
Grp Sat Flow(s),veh/h/ln	1757	1845	1563	1704	1845	1543	1704	1752	1765	1757	1752	1495
Q Serve(g_s), s	8.1	9.6	10.2	10.4	27.7	1.0	6.7	4.3	4.4	3.6	24.7	5.8
Cycle Q Clear(g_c), s	8.1	9.6	10.2	10.4	27.7	1.0	6.7	4.3	4.4	3.6	24.7	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	136	564	478	304	586	490	767	705	710	105	806	344
V/C Ratio(X)	0.77	0.29	0.51	0.84	0.71	0.03	0.26	0.12	0.13	0.45	0.81	0.27
Avail Cap(c_a), veh/h	169	564	478	499	586	490	767	705	710	245	1064	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.4	37.1	12.7	62.8	42.0	32.9	44.6	26.3	26.4	63.6	51.0	28.8
Incr Delay (d2), s/veh	11.4	1.3	3.9	3.2	7.1	0.1	0.1	0.4	0.4	1.1	8.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.1	4.9	5.0	15.2	0.4	3.2	2.1	2.2	1.8	12.9	2.6
LnGrp Delay(d),s/veh	74.8	38.4	16.6	66.0	49.1	33.0	44.7	26.7	26.7	64.7	59.7	30.8
LnGrp LOS	E	D	B	E	D	C	D	C	C	E	E	C
Approach Vol, veh/h		516			687			373			793	
Approach Delay, s/veh		35.3			55.0			36.2			56.6	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	61.8	17.0	48.3	37.0	37.7	15.3	50.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	5.5	* 5.5	4.5	5.5
Max Green Setting (Gmax), s	19.5	42.5	20.5	37.5	19.5	* 43	13.5	44.5
Max Q Clear Time (g_c+I1), s	5.6	6.4	12.4	12.2	8.7	26.7	10.1	29.7
Green Ext Time (p_c), s	0.0	1.2	0.1	6.6	0.9	5.5	0.0	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	48.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	129	250	44	83	71	153	279	19	167	999	18
Future Volume (veh/h)	10	129	250	44	83	71	153	279	19	167	999	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	12	152	15	52	98	10	180	328	17	196	1175	20
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	57	262	221	149	358	300	228	535	28	654	1476	25
Arrive On Green	0.03	0.14	0.14	0.08	0.19	0.19	0.13	0.15	0.15	0.37	0.41	0.41
Sat Flow, veh/h	1792	1881	1589	1792	1881	1575	1792	3456	178	1792	3596	61
Grp Volume(v), veh/h	12	152	15	52	98	10	180	169	176	196	584	611
Grp Sat Flow(s),veh/h/ln	1792	1881	1589	1792	1881	1575	1792	1787	1848	1792	1787	1870
Q Serve(g_s), s	0.6	6.5	0.7	2.3	3.8	0.2	8.3	7.5	7.6	6.7	24.4	24.4
Cycle Q Clear(g_c), s	0.6	6.5	0.7	2.3	3.8	0.2	8.3	7.5	7.6	6.7	24.4	24.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	57	262	221	149	358	300	228	277	286	654	734	768
V/C Ratio(X)	0.21	0.58	0.07	0.35	0.27	0.03	0.79	0.61	0.62	0.30	0.80	0.80
Avail Cap(c_a), veh/h	525	661	558	525	661	554	315	942	974	654	942	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	34.4	31.9	37.0	29.5	4.1	36.2	33.7	33.7	19.3	22.0	22.0
Incr Delay (d2), s/veh	0.7	2.9	0.2	0.5	0.6	0.1	6.0	3.1	3.0	0.1	4.3	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.5	0.3	1.2	2.0	0.2	4.5	3.9	4.1	3.3	12.9	13.4
LnGrp Delay(d),s/veh	40.9	37.3	32.1	37.5	30.1	4.2	42.1	36.8	36.7	19.4	26.4	26.2
LnGrp LOS	D	D	C	D	C	A	D	D	D	B	C	C
Approach Vol, veh/h		179			160			525			1391	
Approach Delay, s/veh		37.1			30.9			38.6			25.3	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	19.2	11.6	17.4	15.3	41.0	7.2	21.7
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	15.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	8.7	9.6	4.3	8.5	10.3	26.4	2.6	5.8
Green Ext Time (p_c), s	8.8	2.8	0.0	2.0	0.0	8.6	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Notes

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	64	8	17	262	1	24	0	29	3	9	38
Future Vol, veh/h	11	64	8	17	262	1	24	0	29	3	9	38
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	13	74	9	20	305	1	28	0	34	3	10	44
Number of Lanes	1	2	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	8.1	11	8.7	8.3
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	45%	100%	0%	0%	100%	0%	0%	6%
Vol Thru, %	0%	0%	100%	73%	0%	100%	0%	18%
Vol Right, %	55%	0%	0%	27%	0%	0%	100%	76%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	11	43	29	17	262	1	50
LT Vol	24	11	0	0	17	0	0	3
Through Vol	0	0	43	21	0	262	0	9
RT Vol	29	0	0	8	0	0	1	38
Lane Flow Rate	62	13	50	34	20	305	1	58
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.093	0.02	0.071	0.047	0.03	0.417	0.001	0.082
Departure Headway (Hd)	5.405	5.619	5.116	4.924	5.428	4.925	4.222	5.071
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	663	637	700	726	660	731	847	705
Service Time	3.143	3.355	2.852	2.66	3.156	2.654	1.951	2.809
HCM Lane V/C Ratio	0.094	0.02	0.071	0.047	0.03	0.417	0.001	0.082
HCM Control Delay	8.7	8.5	8.2	7.9	8.3	11.2	7	8.3
HCM Lane LOS	A	A	A	A	A	B	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.1	0.1	2.1	0	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	134	129	81	533	47	62	82	31	28	172	145
Future Volume (veh/h)	49	134	129	81	533	47	62	82	31	28	172	145
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.80	0.85		0.60	1.00		0.61
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1900	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	65	179	33	108	711	59	83	109	32	37	229	154
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	146	725	593	171	669	56	105	118	28	337	294	198
Arrive On Green	0.08	0.39	0.39	0.10	0.40	0.40	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1792	1881	1539	1792	1677	139	135	330	78	1255	819	551
Grp Volume(v), veh/h	65	179	33	108	0	770	224	0	0	37	0	383
Grp Sat Flow(s),veh/h/ln	1792	1881	1539	1792	0	1816	543	0	0	1255	0	1370
Q Serve(g_s), s	3.0	5.7	1.2	5.1	0.0	35.0	9.7	0.0	0.0	0.0	0.0	21.8
Cycle Q Clear(g_c), s	3.0	5.7	1.2	5.1	0.0	35.0	31.5	0.0	0.0	3.1	0.0	21.8
Prop In Lane	1.00		1.00	1.00		0.08	0.37		0.14	1.00		0.40
Lane Grp Cap(c), veh/h	146	725	593	171	0	724	251	0	0	337	0	492
V/C Ratio(X)	0.45	0.25	0.06	0.63	0.00	1.06	0.89	0.00	0.00	0.11	0.00	0.78
Avail Cap(c_a), veh/h	378	750	614	378	0	724	251	0	0	337	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	18.3	16.9	38.2	0.0	26.4	32.5	0.0	0.0	19.0	0.0	25.0
Incr Delay (d2), s/veh	0.8	0.3	0.1	1.4	0.0	51.4	29.6	0.0	0.0	0.1	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.0	0.5	2.6	0.0	27.7	7.4	0.0	0.0	0.6	0.0	9.2
LnGrp Delay(d),s/veh	39.2	18.6	17.0	39.7	0.0	77.8	62.1	0.0	0.0	19.1	0.0	32.2
LnGrp LOS	D	B	B	D		F	E			B		C
Approach Vol, veh/h		277			878			224			420	
Approach Delay, s/veh		23.2			73.1			62.1			31.0	
Approach LOS		C			E			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	38.8		36.1	11.7	40.0		36.1
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	18.5	35.0		31.5	18.5	35.0		31.5
Max Q Clear Time (g_c+I1), s	7.1	7.7		33.5	5.0	37.0		23.8
Green Ext Time (p_c), s	0.0	11.4		0.0	0.0	0.0		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	1282	211	207	794	118	158	937	193	157	674	103
Future Volume (veh/h)	231	1282	211	207	794	118	158	937	193	157	674	103
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	241	1335	201	216	827	47	165	976	78	164	702	29
Adj No. of Lanes	2	3	0	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	293	1437	216	407	1304	574	190	1029	455	189	1027	449
Arrive On Green	0.08	0.32	0.32	0.12	0.36	0.36	0.11	0.29	0.29	0.11	0.29	0.29
Sat Flow, veh/h	3476	4488	676	3476	3574	1574	1792	3574	1581	1792	3574	1563
Grp Volume(v), veh/h	241	1018	518	216	827	47	165	976	78	164	702	29
Grp Sat Flow(s),veh/h/ln	1738	1712	1739	1738	1787	1574	1792	1787	1581	1792	1787	1563
Q Serve(g_s), s	8.9	37.4	37.4	7.6	24.9	2.5	11.8	34.8	3.4	11.7	22.6	1.8
Cycle Q Clear(g_c), s	8.9	37.4	37.4	7.6	24.9	2.5	11.8	34.8	3.4	11.7	22.6	1.8
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	1097	557	407	1304	574	190	1029	455	189	1027	449
V/C Ratio(X)	0.82	0.93	0.93	0.53	0.63	0.08	0.87	0.95	0.17	0.87	0.68	0.06
Avail Cap(c_a), veh/h	441	1106	562	414	1304	574	200	1031	456	200	1031	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	42.7	42.8	54.0	34.1	27.0	57.2	45.3	17.5	57.3	41.1	33.6
Incr Delay (d2), s/veh	4.5	14.7	24.1	0.6	2.4	0.3	28.9	17.1	0.3	28.6	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	19.9	21.7	3.7	12.7	1.1	7.3	19.7	1.5	7.3	11.5	0.8
LnGrp Delay(d),s/veh	63.0	57.4	66.8	54.6	36.5	27.3	86.1	62.4	17.8	85.9	43.1	33.7
LnGrp LOS	E	E	E	D	D	C	F	E	B	F	D	C
Approach Vol, veh/h		1777			1090			1219			895	
Approach Delay, s/veh		60.9			39.7			62.8			50.7	
Approach LOS		E			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	53.4	18.2	42.9	21.2	47.6	18.3	42.9
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	16.5	41.0	14.5	37.5	15.5	* 42	14.5	37.5
Max Q Clear Time (g_c+I1), s	10.9	26.9	13.7	36.8	9.6	39.4	13.8	24.6
Green Ext Time (p_c), s	0.1	6.2	0.0	0.7	0.6	2.2	0.0	10.1

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	66	25	232	65	46	32	1446	504	185	938	49
Future Volume (veh/h)	77	66	25	232	65	46	32	1446	504	185	938	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.97		0.94	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	69	21	244	68	43	34	1522	531	195	987	48
Adj No. of Lanes	0	1	0	0	1	0	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	251	205	57	336	77	49	98	1565	696	226	2552	124
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.43	0.43	0.13	0.50	0.50
Sat Flow, veh/h	675	692	191	936	261	165	1810	3610	1606	1810	5061	246
Grp Volume(v), veh/h	171	0	0	355	0	0	34	1522	531	195	674	361
Grp Sat Flow(s),veh/h/ln	1559	0	0	1362	0	0	1810	1805	1606	1810	1729	1849
Q Serve(g_s), s	0.0	0.0	0.0	17.3	0.0	0.0	1.9	42.8	29.0	11.0	12.4	12.5
Cycle Q Clear(g_c), s	8.6	0.0	0.0	25.9	0.0	0.0	1.9	42.8	29.0	11.0	12.4	12.5
Prop In Lane	0.47		0.12	0.69		0.12	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	513	0	0	462	0	0	98	1565	696	226	1744	932
V/C Ratio(X)	0.33	0.00	0.00	0.77	0.00	0.00	0.35	0.97	0.76	0.86	0.39	0.39
Avail Cap(c_a), veh/h	532	0	0	479	0	0	436	1567	697	436	1744	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	35.1	0.0	0.0	47.3	28.8	24.9	44.5	15.8	15.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	7.7	0.0	0.0	2.1	16.7	5.3	3.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	10.7	0.0	0.0	1.0	24.8	13.9	5.7	5.9	6.4
LnGrp Delay(d),s/veh	29.2	0.0	0.0	42.8	0.0	0.0	49.4	45.5	30.2	48.2	16.0	16.2
LnGrp LOS	C			D			D	D	C	D	B	B
Approach Vol, veh/h		171			355			2087			1230	
Approach Delay, s/veh		29.2			42.8			41.6			21.2	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.5	50.9		35.3	10.1	58.3		35.3
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	13.0	44.8		10.6	3.9	14.5		27.9
Green Ext Time (p_c), s	0.1	0.1		4.7	0.0	27.9		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	7	43	2	396	1	253	65	464	390	2
Future Volume (veh/h)	1	1	7	43	2	396	1	253	65	464	390	2
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1900	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	1	1	0	47	2	41	1	275	11	504	424	2
Adj No. of Lanes	0	1	0	0	1	0	0	1	1	1	1	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	171	129	0	182	21	80	1	388	322	703	734	3
Arrive On Green	0.11	0.11	0.00	0.11	0.11	0.11	0.21	0.21	0.21	0.39	0.39	0.39
Sat Flow, veh/h	575	1140	0	653	186	702	7	1874	1557	1792	1871	9
Grp Volume(v), veh/h	2	0	0	90	0	0	276	0	11	504	0	426
Grp Sat Flow(s),veh/h/ln	1715	0	0	1541	0	0	1881	0	1557	1792	0	1879
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	6.9	0.0	0.3	12.1	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.7	0.0	0.0	6.9	0.0	0.3	12.1	0.0	9.0
Prop In Lane	0.50		0.00	0.52		0.46	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	301	0	0	282	0	0	389	0	322	703	0	737
V/C Ratio(X)	0.01	0.00	0.00	0.32	0.00	0.00	0.71	0.00	0.03	0.72	0.00	0.58
Avail Cap(c_a), veh/h	944	0	0	893	0	0	703	0	582	1058	0	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	0.0	21.1	0.0	0.0	18.7	0.0	16.1	13.1	0.0	12.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	3.4	0.0	0.1	2.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.2	0.0	0.0	4.0	0.0	0.1	6.3	0.0	4.8
LnGrp Delay(d),s/veh	20.0	0.0	0.0	21.4	0.0	0.0	22.1	0.0	16.1	15.0	0.0	13.2
LnGrp LOS	C			C			C		B	B		B
Approach Vol, veh/h		2			90			287			930	
Approach Delay, s/veh		20.0			21.4			21.9			14.2	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.9		10.4		15.5		10.4
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6
Max Green Setting (Gmax), s		30.0		26.4		19.0		26.4
Max Q Clear Time (g_c+I1), s		14.1		4.7		8.9		2.0
Green Ext Time (p_c), s		5.7		0.3		1.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	603	281	206	298	148	202	554	244	133	338	71
Future Volume (veh/h)	179	603	281	206	298	148	202	554	244	133	338	71
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	663	195	226	327	64	222	609	213	146	371	58
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	570	473	244	587	498	244	699	244	178	717	111
Arrive On Green	0.13	0.30	0.30	0.14	0.31	0.31	0.14	0.27	0.27	0.10	0.23	0.23
Sat Flow, veh/h	1810	1900	1577	1810	1900	1613	1810	2620	915	1810	3118	483
Grp Volume(v), veh/h	197	663	195	226	327	64	222	419	403	146	213	216
Grp Sat Flow(s),veh/h/ln	1810	1900	1577	1810	1900	1613	1810	1805	1730	1810	1805	1796
Q Serve(g_s), s	10.7	30.0	9.9	12.3	14.4	2.9	12.1	22.2	22.2	7.9	10.3	10.5
Cycle Q Clear(g_c), s	10.7	30.0	9.9	12.3	14.4	2.9	12.1	22.2	22.2	7.9	10.3	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.27
Lane Grp Cap(c), veh/h	229	570	473	244	587	498	244	481	461	178	415	413
V/C Ratio(X)	0.86	1.16	0.41	0.93	0.56	0.13	0.91	0.87	0.87	0.82	0.51	0.52
Avail Cap(c_a), veh/h	244	570	473	244	587	498	244	496	476	208	460	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	35.0	28.0	42.8	28.9	24.9	42.6	35.0	35.0	44.2	33.6	33.7
Incr Delay (d2), s/veh	23.1	91.4	2.6	37.3	3.8	0.5	33.6	15.6	16.4	17.3	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	30.2	4.6	8.7	8.2	1.4	8.3	13.1	12.7	4.8	5.3	5.4
LnGrp Delay(d),s/veh	65.9	126.4	30.6	80.0	32.7	25.4	76.2	50.6	51.4	61.5	35.0	35.2
LnGrp LOS	E	F	C	F	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1055			617			1044			575	
Approach Delay, s/veh		97.4			49.3			56.4			41.8	
Approach LOS		F			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	28.5	17.1	36.4	14.3	32.2	18.0	35.5
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	13.5	25.5	13.5	27.5	11.5	27.5	13.5	27.5
Max Q Clear Time (g_c+I1), s	14.1	12.5	12.7	16.4	9.9	24.2	14.3	32.0
Green Ext Time (p_c), s	0.0	7.7	0.0	6.8	0.0	2.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.7
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	799	16	22	519	11	10	7	15	8	10	99
Future Volume (veh/h)	88	799	16	22	519	11	10	7	15	8	10	99
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	878	18	24	570	12	11	8	1	9	11	6
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	1378	28	79	1285	27	105	63	6	90	87	116
Arrive On Green	0.09	0.74	0.74	0.09	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1810	1854	38	1810	1853	39	684	881	82	519	1205	1606
Grp Volume(v), veh/h	97	0	896	24	0	582	20	0	0	20	0	6
Grp Sat Flow(s),veh/h/ln	1810	0	1892	1810	0	1892	1647	0	0	1724	0	1606
Q Serve(g_s), s	5.1	0.0	23.1	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	5.1	0.0	23.1	1.2	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.3
Prop In Lane	1.00		0.02	1.00		0.02	0.55		0.05	0.45		1.00
Lane Grp Cap(c), veh/h	169	0	1406	79	0	1312	174	0	0	176	0	116
V/C Ratio(X)	0.57	0.00	0.64	0.30	0.00	0.44	0.11	0.00	0.00	0.11	0.00	0.05
Avail Cap(c_a), veh/h	208	0	1406	190	0	1312	573	0	0	592	0	520
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.00	0.86	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	0.0	6.3	44.2	0.0	0.0	43.5	0.0	0.0	43.5	0.0	43.2
Incr Delay (d2), s/veh	1.1	0.0	2.2	0.7	0.0	0.9	0.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	12.6	0.6	0.0	0.3	0.5	0.0	0.0	0.5	0.0	0.2
LnGrp Delay(d),s/veh	44.6	0.0	8.5	44.9	0.0	0.9	43.6	0.0	0.0	43.6	0.0	43.3
LnGrp LOS	D		A	D		A	D			D		D
Approach Vol, veh/h		993			606			20			26	
Approach Delay, s/veh		12.0			2.7			43.6			43.5	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	79.3		11.8	13.8	74.4		11.8
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	43.0		32.4	11.5	42.0		32.4
Max Q Clear Time (g_c+I1), s	3.2	25.1		3.0	7.1	2.0		3.0
Green Ext Time (p_c), s	0.0	12.6		0.1	0.0	21.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	768	58	60	508	1	50	2	57	0	0	3
Future Volume (veh/h)	7	768	58	60	508	1	50	2	57	0	0	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.95		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	883	65	69	584	1	57	2	11	0	0	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	1157	85	139	1365	2	164	6	32	0	2	0
Arrive On Green	0.02	0.66	0.66	0.15	1.00	1.00	0.12	0.12	0.12	0.00	0.00	0.00
Sat Flow, veh/h	1810	1745	128	1810	1896	3	1377	48	266	0	1900	0
Grp Volume(v), veh/h	8	0	948	69	0	585	70	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1874	1810	0	1899	1691	0	0	0	1900	0
Q Serve(g_s), s	0.4	0.0	34.5	3.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	34.5	3.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.00	0.81		0.16	0.00		0.00
Lane Grp Cap(c), veh/h	36	0	1242	139	0	1367	202	0	0	0	2	0
V/C Ratio(X)	0.22	0.00	0.76	0.50	0.00	0.43	0.35	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	208	0	1242	190	0	1367	514	0	0	0	179	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.00	0.64	0.85	0.00	0.85	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	48.2	0.0	11.5	40.6	0.0	0.0	40.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	2.9	0.9	0.0	0.8	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	18.6	1.8	0.0	0.3	1.8	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	49.0	0.0	14.4	41.4	0.0	0.8	40.8	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	D		B	D		A	D					
Approach Vol, veh/h		956			654			70			0	
Approach Delay, s/veh		14.7			5.1			40.8			0.0	
Approach LOS		B			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	71.3		0.0	6.5	77.0		16.5
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	31.0		9.4	11.5	30.0		30.4
Max Q Clear Time (g_c+I1), s	5.5	36.5		0.0	2.4	2.0		5.8
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	18.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	684	9	4	406	71	6	5	11	117	3	174
Future Volume (veh/h)	131	684	9	4	406	71	6	5	11	117	3	174
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	735	10	4	437	71	6	5	1	126	3	17
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	760	1377	19	15	507	82	129	96	16	235	28	158
Arrive On Green	0.84	1.00	1.00	0.01	0.32	0.32	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1810	1869	25	1810	1586	258	656	841	136	1408	244	1383
Grp Volume(v), veh/h	141	0	745	4	0	508	12	0	0	126	0	20
Grp Sat Flow(s),veh/h/ln	1810	0	1895	1810	0	1844	1633	0	0	1408	0	1627
Q Serve(g_s), s	1.5	0.0	0.0	0.2	0.0	25.9	0.0	0.0	0.0	8.0	0.0	1.1
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.2	0.0	25.9	0.6	0.0	0.0	8.5	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.14	0.50		0.08	1.00		0.85
Lane Grp Cap(c), veh/h	760	0	1395	15	0	590	241	0	0	235	0	186
V/C Ratio(X)	0.19	0.00	0.53	0.26	0.00	0.86	0.05	0.00	0.00	0.54	0.00	0.11
Avail Cap(c_a), veh/h	760	0	1395	172	0	830	478	0	0	446	0	430
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.00	0.26	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	49.3	0.0	31.9	39.5	0.0	0.0	42.9	0.0	39.7
Incr Delay (d2), s/veh	0.0	0.0	0.4	3.3	0.0	15.2	0.0	0.0	0.0	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.1	0.0	15.6	0.3	0.0	0.0	3.4	0.0	0.5
LnGrp Delay(d),s/veh	4.8	0.0	0.4	52.6	0.0	47.2	39.5	0.0	0.0	43.7	0.0	39.8
LnGrp LOS	A		A	D		D	D			D		D
Approach Vol, veh/h		886			512			12			146	
Approach Delay, s/veh		1.1			47.2			39.5			43.1	
Approach LOS		A			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	47.0	37.0		16.0	5.3	78.6		16.0
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	14.5	* 45		26.4	9.5	50.0		26.4
Max Q Clear Time (g_c+I1), s	3.5	27.9		10.5	2.2	2.0		2.6
Green Ext Time (p_c), s	5.3	4.1		0.2	0.0	9.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	23	383	12	24	5	327	1088	10	5	672	80
Future Volume (veh/h)	283	23	383	12	24	5	327	1088	10	5	672	80
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	245	107	161	13	26	1	352	1170	11	5	723	78
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	328	176	266	101	185	6	377	2218	21	18	1333	144
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.21	0.61	0.61	0.01	0.41	0.41
Sat Flow, veh/h	1385	675	1016	233	707	24	1792	3627	34	1792	3240	349
Grp Volume(v), veh/h	245	0	268	40	0	0	352	577	604	5	399	402
Grp Sat Flow(s),veh/h/ln	1385	0	1691	963	0	0	1792	1787	1874	1792	1787	1802
Q Serve(g_s), s	11.9	0.0	16.7	0.3	0.0	0.0	23.2	22.2	22.2	0.3	20.3	20.3
Cycle Q Clear(g_c), s	29.0	0.0	16.7	17.0	0.0	0.0	23.2	22.2	22.2	0.3	20.3	20.3
Prop In Lane	1.00		0.60	0.32		0.02	1.00		0.02	1.00		0.19
Lane Grp Cap(c), veh/h	328	0	442	292	0	0	377	1093	1146	18	735	741
V/C Ratio(X)	0.75	0.00	0.61	0.14	0.00	0.00	0.93	0.53	0.53	0.27	0.54	0.54
Avail Cap(c_a), veh/h	347	0	465	312	0	0	463	1093	1146	239	735	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	38.9	34.1	0.0	0.0	46.5	13.4	13.4	58.9	26.8	26.8
Incr Delay (d2), s/veh	7.1	0.0	1.4	0.1	0.0	0.0	21.7	1.8	1.7	2.9	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	8.0	1.0	0.0	0.0	13.7	11.4	12.0	0.2	10.5	10.6
LnGrp Delay(d),s/veh	52.8	0.0	40.3	34.2	0.0	0.0	68.2	15.2	15.1	61.9	29.6	29.6
LnGrp LOS	D		D	C			E	B	B	E	C	C
Approach Vol, veh/h		513			40			1533			806	
Approach Delay, s/veh		46.2			34.2			27.3			29.8	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.3	54.4		36.4	5.2	78.4		36.4
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	31.0	42.0		33.0	16.0	57.0		33.0
Max Q Clear Time (g_c+I1), s	25.2	22.3		19.0	2.3	24.2		31.0
Green Ext Time (p_c), s	0.1	15.6		1.4	0.0	23.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	392	102	73	367	440	125	1349	26	272	821	81
Future Volume (veh/h)	87	392	102	73	367	440	125	1349	26	272	821	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	400	81	74	374	235	128	1377	26	278	838	30
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	771	155	143	543	335	186	1410	27	197	1427	636
Arrive On Green	0.08	0.26	0.26	0.08	0.25	0.25	0.10	0.39	0.39	0.11	0.40	0.40
Sat Flow, veh/h	1810	2986	599	1810	2128	1315	1810	3623	68	1810	3610	1609
Grp Volume(v), veh/h	89	240	241	74	316	293	128	686	717	278	838	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1780	1810	1805	1639	1810	1805	1887	1810	1805	1609
Q Serve(g_s), s	5.5	13.1	13.3	4.5	18.2	18.6	7.9	43.0	43.1	12.5	21.0	1.3
Cycle Q Clear(g_c), s	5.5	13.1	13.3	4.5	18.2	18.6	7.9	43.0	43.1	12.5	21.0	1.3
Prop In Lane	1.00		0.34	1.00		0.80	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	148	466	459	143	460	418	186	703	734	197	1427	636
V/C Ratio(X)	0.60	0.52	0.52	0.52	0.69	0.70	0.69	0.98	0.98	1.41	0.59	0.05
Avail Cap(c_a), veh/h	165	612	604	165	612	556	197	703	734	197	1427	636
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	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	36.5	36.6	50.9	38.7	38.9	49.8	34.6	34.6	51.3	27.4	21.4
Incr Delay (d2), s/veh	2.7	1.3	1.3	1.1	2.8	3.4	5.4	23.8	23.5	213.3	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.7	6.7	2.3	9.4	8.9	4.2	26.0	27.1	17.9	10.8	0.6
LnGrp Delay(d),s/veh	53.7	37.8	37.9	52.0	41.5	42.3	55.3	58.4	58.1	264.6	29.2	21.6
LnGrp LOS	D	D	D	D	D	D	E	E	E	F	C	C
Approach Vol, veh/h		570			683			1531			1146	
Approach Delay, s/veh		40.3			43.0			58.0			86.1	
Approach LOS		D			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	34.7	16.3	50.5	13.9	34.3	17.0	49.8
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	39.0	12.5	34.0	10.5	39.0	12.5	34.0
Max Q Clear Time (g_c+I1), s	6.5	15.3	9.9	23.0	7.5	20.6	14.5	45.1
Green Ext Time (p_c), s	0.0	9.9	0.0	10.0	0.0	8.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	5	19	109	7	121	31	1450	134	156	994	8
Future Volume (veh/h)	8	5	19	109	7	121	31	1450	134	156	994	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	8	5	2	114	7	18	32	1510	135	162	1035	8
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	282	225	90	299	80	206	98	2005	178	179	2367	18
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.61	0.61	0.10	0.65	0.65
Sat Flow, veh/h	1352	1266	506	1372	451	1161	1792	3309	293	1792	3634	28
Grp Volume(v), veh/h	8	0	7	114	0	25	32	809	836	162	509	534
Grp Sat Flow(s),veh/h/ln	1352	0	1772	1372	0	1612	1792	1787	1815	1792	1787	1875
Q Serve(g_s), s	0.6	0.0	0.4	9.0	0.0	1.6	2.1	39.1	40.4	10.7	16.7	16.7
Cycle Q Clear(g_c), s	2.2	0.0	0.4	9.4	0.0	1.6	2.1	39.1	40.4	10.7	16.7	16.7
Prop In Lane	1.00		0.29	1.00		0.72	1.00		0.16	1.00		0.01
Lane Grp Cap(c), veh/h	282	0	314	299	0	286	98	1083	1100	179	1164	1221
V/C Ratio(X)	0.03	0.00	0.02	0.38	0.00	0.09	0.33	0.75	0.76	0.90	0.44	0.44
Avail Cap(c_a), veh/h	426	0	502	444	0	457	269	1083	1100	179	1164	1221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	40.8	44.6	0.0	41.2	54.6	17.0	17.3	53.4	10.2	10.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.7	4.7	5.0	40.4	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	3.4	0.0	0.7	1.0	20.5	21.5	7.3	8.6	9.0
LnGrp Delay(d),s/veh	42.1	0.0	40.8	44.9	0.0	41.3	55.3	21.7	22.2	93.8	11.4	11.3
LnGrp LOS	D		D	D		D	E	C	C	F	B	B
Approach Vol, veh/h		15			139			1677			1205	
Approach Delay, s/veh		41.5			44.3			22.6			22.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	77.7		26.3	10.6	83.1		26.3
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	18.0	54.0		34.0
Max Q Clear Time (g_c+I1), s	12.7	42.4		4.2	4.1	18.7		11.4
Green Ext Time (p_c), s	0.0	16.6		0.3	0.0	31.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	38	62	26	55	77	92	1443	41	24	907	72
Future Volume (veh/h)	79	38	62	26	55	77	92	1443	41	24	907	72
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.95	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	40	6	27	57	7	96	1503	42	25	945	72
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	185	28	132	266	34	121	2571	72	74	2350	179
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.07	0.72	0.72	0.04	0.69	0.69
Sat Flow, veh/h	1076	1462	219	704	2107	268	1810	3585	100	1810	3400	259
Grp Volume(v), veh/h	82	0	46	47	0	44	96	755	790	25	502	515
Grp Sat Flow(s),veh/h/ln	1076	0	1681	1413	0	1666	1810	1805	1880	1810	1805	1854
Q Serve(g_s), s	7.7	0.0	3.2	1.8	0.0	3.0	6.8	26.5	26.6	1.7	15.5	15.5
Cycle Q Clear(g_c), s	10.8	0.0	3.2	5.0	0.0	3.0	6.8	26.5	26.6	1.7	15.5	15.5
Prop In Lane	1.00		0.13	0.57		0.16	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	191	0	212	222	0	210	121	1294	1348	74	1248	1282
V/C Ratio(X)	0.43	0.00	0.22	0.21	0.00	0.21	0.79	0.58	0.59	0.34	0.40	0.40
Avail Cap(c_a), veh/h	309	0	362	359	0	359	216	1294	1348	146	1248	1282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	55.8	0.0	51.0	51.7	0.0	50.9	59.7	8.9	9.0	60.6	8.6	8.6
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.2	0.0	0.2	4.3	1.9	1.9	0.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.5	1.6	0.0	1.4	3.6	13.7	14.3	0.9	7.9	8.1
LnGrp Delay(d),s/veh	56.3	0.0	51.2	51.9	0.0	51.1	64.0	10.9	10.8	61.3	9.3	9.3
LnGrp LOS	E		D	D		D	E	B	B	E	A	A
Approach Vol, veh/h		128			91			1641			1042	
Approach Delay, s/veh		54.5			51.5			14.0			10.5	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	98.7		21.4	13.2	95.4		21.4
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	3.7	28.6		12.8	8.8	17.5		7.0
Green Ext Time (p_c), s	0.0	40.0		0.7	0.0	44.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	8	10	175	9	202	11	250	76	122	207	16
Future Volume (veh/h)	43	8	10	175	9	202	11	250	76	122	207	16
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.89		0.85	0.88		0.85	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	47	9	3	192	10	43	12	275	73	134	227	16
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	457	83	24	592	104	446	53	392	104	258	677	48
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.03	0.28	0.28	0.14	0.39	0.39
Sat Flow, veh/h	960	217	63	1247	272	1169	1792	1421	377	1792	1736	122
Grp Volume(v), veh/h	59	0	0	192	0	53	12	0	348	134	0	243
Grp Sat Flow(s),veh/h/ln	1240	0	0	1247	0	1441	1792	0	1798	1792	0	1858
Q Serve(g_s), s	1.4	0.0	0.0	3.9	0.0	1.7	0.5	0.0	12.3	4.9	0.0	6.5
Cycle Q Clear(g_c), s	3.1	0.0	0.0	7.0	0.0	1.7	0.5	0.0	12.3	4.9	0.0	6.5
Prop In Lane	0.80		0.05	1.00		0.81	1.00		0.21	1.00		0.07
Lane Grp Cap(c), veh/h	564	0	0	592	0	549	53	0	496	258	0	725
V/C Ratio(X)	0.10	0.00	0.00	0.32	0.00	0.10	0.23	0.00	0.70	0.52	0.00	0.34
Avail Cap(c_a), veh/h	618	0	0	644	0	610	632	0	761	632	0	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	15.6	0.0	14.1	33.6	0.0	23.1	28.1	0.0	15.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.8	0.0	2.6	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	2.7	0.0	0.7	0.2	0.0	6.4	2.5	0.0	3.4
LnGrp Delay(d),s/veh	14.6	0.0	0.0	15.7	0.0	14.1	34.4	0.0	25.6	28.7	0.0	15.6
LnGrp LOS	B			B		B	C		C	C		B
Approach Vol, veh/h		59			245			360			377	
Approach Delay, s/veh		14.6			15.4			25.9			20.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		31.6	6.6	32.7		31.6	14.7	24.6
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		5.1	2.5	8.5		9.0	6.9	14.3
Green Ext Time (p_c), s		0.8	0.0	5.2		0.8	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	306	235	210	437	182	206	1023	141	147	749	118
Future Volume (veh/h)	100	306	235	210	437	182	206	1023	141	147	749	118
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	103	315	121	216	451	43	212	1055	133	152	772	109
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	148	530	199	241	939	403	237	1253	158	409	1687	236
Arrive On Green	0.08	0.21	0.21	0.13	0.26	0.26	0.13	0.27	0.27	0.23	0.37	0.37
Sat Flow, veh/h	1792	2513	942	1792	3574	1534	1792	4597	579	1792	4528	634
Grp Volume(v), veh/h	103	222	214	216	451	43	212	785	403	152	582	299
Grp Sat Flow(s),veh/h/ln	1792	1787	1668	1792	1787	1534	1792	1712	1752	1792	1712	1738
Q Serve(g_s), s	7.3	14.5	15.1	15.4	13.8	1.6	15.1	28.1	28.2	9.3	16.7	17.0
Cycle Q Clear(g_c), s	7.3	14.5	15.1	15.4	13.8	1.6	15.1	28.1	28.2	9.3	16.7	17.0
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.33	1.00		0.36
Lane Grp Cap(c), veh/h	148	377	352	241	939	403	237	933	477	409	1275	647
V/C Ratio(X)	0.70	0.59	0.61	0.90	0.48	0.11	0.90	0.84	0.84	0.37	0.46	0.46
Avail Cap(c_a), veh/h	186	474	443	324	1223	525	338	1001	512	409	1275	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	46.2	46.4	55.4	40.4	12.3	55.5	44.6	44.7	42.3	30.8	30.9
Incr Delay (d2), s/veh	4.8	0.5	0.6	18.1	0.1	0.0	15.4	9.1	16.5	0.2	1.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.2	7.0	8.8	6.8	0.7	8.5	14.5	15.8	4.6	8.1	8.6
LnGrp Delay(d),s/veh	62.9	46.8	47.1	73.5	40.6	12.3	70.9	53.7	61.1	42.5	32.0	33.3
LnGrp LOS	E	D	D	E	D	B	E	D	E	D	C	C
Approach Vol, veh/h		539			710			1400			1033	
Approach Delay, s/veh		50.0			48.9			58.5			33.9	
Approach LOS		D			D			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	53.4	15.2	39.7	34.7	40.4	22.0	32.9
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	5.0	* 5	4.5	5.5
Max Green Setting (Gmax), s	24.5	28.0	13.5	44.5	14.5	* 38	23.5	34.5
Max Q Clear Time (g_c+I1), s	17.1	19.0	9.3	15.8	11.3	30.2	17.4	17.1
Green Ext Time (p_c), s	0.1	4.6	0.0	4.2	0.3	5.2	0.1	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	48.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	498	60	158	598	83	139	132	248	107	110	29
Future Volume (veh/h)	87	498	60	158	598	83	139	132	248	107	110	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	93	530	57	168	636	25	148	140	217	114	117	21
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	141	950	102	202	1168	497	445	161	250	215	240	44
Arrive On Green	0.08	0.29	0.29	0.11	0.33	0.33	0.25	0.25	0.25	0.14	0.14	0.14
Sat Flow, veh/h	1792	3242	347	1792	3574	1521	1792	650	1008	1558	1733	315
Grp Volume(v), veh/h	93	291	296	168	636	25	148	0	357	132	0	120
Grp Sat Flow(s),veh/h/ln	1792	1787	1802	1792	1787	1521	1792	0	1658	1803	0	1804
Q Serve(g_s), s	4.7	12.7	12.8	8.5	13.5	1.0	6.2	0.0	19.0	6.3	0.0	5.7
Cycle Q Clear(g_c), s	4.7	12.7	12.8	8.5	13.5	1.0	6.2	0.0	19.0	6.3	0.0	5.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.61	0.86		0.17
Lane Grp Cap(c), veh/h	141	524	528	202	1168	497	445	0	412	249	0	249
V/C Ratio(X)	0.66	0.56	0.56	0.83	0.54	0.05	0.33	0.00	0.87	0.53	0.00	0.48
Avail Cap(c_a), veh/h	388	774	781	388	1549	659	582	0	539	586	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.3	27.6	27.6	40.1	25.4	21.3	28.4	0.0	33.2	37.0	0.0	36.7
Incr Delay (d2), s/veh	2.0	1.3	1.3	3.4	0.6	0.1	0.2	0.0	9.4	0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.4	6.5	4.4	6.7	0.4	3.1	0.0	9.8	3.2	0.0	2.9
LnGrp Delay(d),s/veh	43.3	28.9	28.9	43.5	26.0	21.3	28.6	0.0	42.6	37.6	0.0	37.3
LnGrp LOS	D	C	C	D	C	C	C		D	D		D
Approach Vol, veh/h		680			829			505			252	
Approach Delay, s/veh		30.9			29.4			38.5			37.5	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.8	35.7		27.5	14.9	32.5		17.4
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	6.7	15.5		21.0	10.5	14.8		8.3
Green Ext Time (p_c), s	0.0	12.1		1.3	0.0	12.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	511	123	200	505	114	147	1088	192	189	952	218
Future Volume (veh/h)	215	511	123	200	505	114	147	1088	192	189	952	218
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	226	538	111	211	532	104	155	1145	182	199	1002	204
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	251	739	151	236	727	141	181	1312	208	282	1527	310
Arrive On Green	0.14	0.25	0.25	0.13	0.25	0.25	0.07	0.20	0.20	0.16	0.36	0.36
Sat Flow, veh/h	1792	2904	596	1792	2955	575	1792	4444	706	1792	4249	863
Grp Volume(v), veh/h	226	330	319	211	321	315	155	882	445	199	807	399
Grp Sat Flow(s),veh/h/ln	1792	1787	1713	1792	1787	1742	1792	1712	1726	1792	1712	1688
Q Serve(g_s), s	16.1	21.9	22.2	15.1	21.4	21.7	11.1	32.5	32.5	13.7	25.7	25.8
Cycle Q Clear(g_c), s	16.1	21.9	22.2	15.1	21.4	21.7	11.1	32.5	32.5	13.7	25.7	25.8
Prop In Lane	1.00		0.35	1.00		0.33	1.00		0.41	1.00		0.51
Lane Grp Cap(c), veh/h	251	454	436	236	440	428	181	1011	509	282	1230	607
V/C Ratio(X)	0.90	0.73	0.73	0.90	0.73	0.74	0.86	0.87	0.87	0.71	0.66	0.66
Avail Cap(c_a), veh/h	310	474	455	283	447	436	379	1040	524	282	1230	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.76	0.76	0.76	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	44.3	44.4	55.6	45.0	45.1	59.7	49.8	49.8	51.9	34.9	34.9
Incr Delay (d2), s/veh	15.7	3.8	4.1	19.0	4.9	5.3	3.3	7.8	14.2	6.7	2.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	11.3	11.0	8.7	11.2	11.1	5.7	16.5	17.6	7.3	12.6	12.9
LnGrp Delay(d),s/veh	70.7	48.1	48.6	74.6	50.0	50.4	62.9	57.6	64.0	58.6	37.6	40.4
LnGrp LOS	E	D	D	E	D	D	E	E	E	E	D	D
Approach Vol, veh/h		875			847			1482			1405	
Approach Delay, s/veh		54.1			56.3			60.1			41.4	
Approach LOS		D			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	38.6	17.6	52.2	22.7	37.5	26.0	43.9
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	20.5	34.5	27.5	27.5	22.5	32.5	15.5	* 40
Max Q Clear Time (g_c+I1), s	17.1	24.2	13.1	27.8	18.1	23.7	15.7	34.5
Green Ext Time (p_c), s	0.0	6.7	0.1	0.0	0.0	6.0	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	700	95	171	548	57	124	192	189	150	215	137
Future Volume (veh/h)	55	700	95	171	548	57	124	192	189	150	215	137
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.88	1.00		0.87	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	60	769	93	188	602	54	136	211	171	165	236	126
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	127	1017	123	218	1223	109	169	216	175	195	287	153
Arrive On Green	0.07	0.33	0.33	0.12	0.38	0.38	0.10	0.25	0.25	0.11	0.26	0.26
Sat Flow, veh/h	1757	3094	374	1757	3212	287	1757	880	713	1757	1103	589
Grp Volume(v), veh/h	60	435	427	188	328	328	136	0	382	165	0	362
Grp Sat Flow(s),veh/h/ln	1757	1752	1716	1757	1752	1747	1757	0	1592	1757	0	1691
Q Serve(g_s), s	3.3	22.6	22.7	10.7	14.5	14.6	7.7	0.0	24.3	9.4	0.0	20.6
Cycle Q Clear(g_c), s	3.3	22.6	22.7	10.7	14.5	14.6	7.7	0.0	24.3	9.4	0.0	20.6
Prop In Lane	1.00		0.22	1.00		0.16	1.00		0.45	1.00		0.35
Lane Grp Cap(c), veh/h	127	576	564	218	667	665	169	0	390	195	0	440
V/C Ratio(X)	0.47	0.76	0.76	0.86	0.49	0.49	0.81	0.00	0.98	0.85	0.00	0.82
Avail Cap(c_a), veh/h	181	576	564	267	667	665	198	0	390	233	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	1.00	1.00	1.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	45.5	30.6	30.6	43.8	24.1	24.1	45.2	0.0	38.2	44.5	0.0	35.5
Incr Delay (d2), s/veh	0.4	3.6	3.7	18.1	2.6	2.6	15.9	0.0	39.9	17.4	0.0	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.5	11.2	6.3	7.5	7.5	4.5	0.0	14.9	5.5	0.0	10.9
LnGrp Delay(d),s/veh	45.9	34.2	34.3	61.9	26.6	26.7	61.1	0.0	78.1	61.9	0.0	46.8
LnGrp LOS	D	C	C	E	C	C	E		E	E		D
Approach Vol, veh/h		922			844			518			527	
Approach Delay, s/veh		35.0			34.5			73.6			51.5	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	39.0	14.3	31.5	11.9	44.3	15.8	30.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	15.5	28.5	11.5	27.0	10.5	33.5	13.5	25.0
Max Q Clear Time (g_c+I1), s	12.7	24.7	9.7	22.6	5.3	16.6	11.4	26.3
Green Ext Time (p_c), s	0.0	3.2	0.0	2.4	0.0	11.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	818	83	7	349	41	46	100	24	50	80	52
Future Volume (veh/h)	68	818	83	7	349	41	46	100	24	50	80	52
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.93	0.97		0.97	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	72	870	84	7	371	37	49	106	15	53	85	24
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	711	1929	186	35	657	65	322	399	56	314	348	98
Arrive On Green	0.40	0.59	0.59	0.02	0.20	0.20	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1792	3275	316	1792	3259	322	1258	1605	227	1245	1400	395
Grp Volume(v), veh/h	72	475	479	7	202	206	49	0	121	53	0	109
Grp Sat Flow(s),veh/h/ln	1792	1787	1804	1792	1787	1794	1258	0	1832	1245	0	1795
Q Serve(g_s), s	2.6	15.2	15.2	0.4	10.4	10.6	3.3	0.0	5.4	3.6	0.0	5.0
Cycle Q Clear(g_c), s	2.6	15.2	15.2	0.4	10.4	10.6	8.3	0.0	5.4	9.1	0.0	5.0
Prop In Lane	1.00		0.18	1.00		0.18	1.00		0.12	1.00		0.22
Lane Grp Cap(c), veh/h	711	1052	1063	35	360	361	322	0	455	314	0	446
V/C Ratio(X)	0.10	0.45	0.45	0.20	0.56	0.57	0.15	0.00	0.27	0.17	0.00	0.24
Avail Cap(c_a), veh/h	711	1052	1063	220	675	677	458	0	654	449	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	11.7	11.7	49.2	36.7	36.7	34.0	0.0	30.8	34.5	0.0	30.7
Incr Delay (d2), s/veh	0.0	1.4	1.4	1.0	6.2	6.4	0.1	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.8	7.9	0.2	5.7	5.8	1.2	0.0	2.8	1.3	0.0	2.5
LnGrp Delay(d),s/veh	19.3	13.1	13.1	50.3	42.9	43.1	34.0	0.0	31.0	34.6	0.0	30.8
LnGrp LOS	B	B	B	D	D	D	C		C	C		C
Approach Vol, veh/h		1026			415			170			162	
Approach Delay, s/veh		13.6			43.1			31.8			32.0	
Approach LOS		B			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	65.6		30.0	46.0	26.1		30.0
Change Period (Y+Rc), s	4.5	5.5		4.6	5.5	* 5.5		4.6
Max Green Setting (Gmax), s	12.5	38.5		36.4	12.5	* 39		36.4
Max Q Clear Time (g_c+I1), s	2.4	17.2		11.1	4.6	12.6		10.3
Green Ext Time (p_c), s	0.0	8.5		1.0	4.5	3.4		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	738	213	319	652	239	158	871	503	184	901	229
Future Volume (veh/h)	209	738	213	319	652	239	158	871	503	184	901	229
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	218	769	178	332	679	80	165	907	296	192	939	80
Adj No. of Lanes	1	3	0	1	3	1	1	3	1	1	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	243	1127	258	241	1394	418	172	1742	526	172	1742	532
Arrive On Green	0.14	0.27	0.27	0.13	0.27	0.27	0.10	0.34	0.34	0.03	0.11	0.11
Sat Flow, veh/h	1792	4139	947	1792	5136	1540	1792	5136	1551	1792	5136	1568
Grp Volume(v), veh/h	218	635	312	332	679	80	165	907	296	192	939	80
Grp Sat Flow(s),veh/h/ln	1792	1712	1662	1792	1712	1540	1792	1712	1551	1792	1712	1568
Q Serve(g_s), s	15.6	21.5	21.9	17.5	14.4	5.2	11.9	18.4	20.3	12.5	22.5	6.0
Cycle Q Clear(g_c), s	15.6	21.5	21.9	17.5	14.4	5.2	11.9	18.4	20.3	12.5	22.5	6.0
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	932	452	241	1394	418	172	1742	526	172	1742	532
V/C Ratio(X)	0.90	0.68	0.69	1.38	0.49	0.19	0.96	0.52	0.56	1.11	0.54	0.15
Avail Cap(c_a), veh/h	255	1001	486	241	1462	438	172	1742	526	172	1742	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49
Uniform Delay (d), s/veh	55.3	42.3	42.4	56.3	39.8	36.4	58.5	34.5	35.1	62.9	48.1	40.8
Incr Delay (d2), s/veh	29.4	2.0	4.4	193.4	0.3	0.2	55.7	1.1	4.3	82.8	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	10.5	10.6	21.6	6.9	2.2	8.6	8.9	9.3	10.2	10.8	2.6
LnGrp Delay(d),s/veh	84.7	44.3	46.8	249.6	40.0	36.6	114.1	35.6	39.4	145.7	48.7	41.1
LnGrp LOS	F	D	D	F	D	D	F	D	D	F	D	D
Approach Vol, veh/h		1165			1091			1368			1211	
Approach Delay, s/veh		52.5			103.5			45.9			63.6	
Approach LOS		D			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	41.4	17.0	49.6	22.1	41.3	17.0	49.6
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	17.5	38.0	12.5	41.5	18.5	37.0	12.5	41.5
Max Q Clear Time (g_c+I1), s	19.5	23.9	13.9	24.5	17.6	16.4	14.5	22.3
Green Ext Time (p_c), s	0.0	9.8	0.0	14.4	0.0	12.9	0.0	15.9

Intersection Summary	
HCM 2010 Ctrl Delay	64.9
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	519	103	119	271	115	99	963	98	141	888	318
Future Volume (veh/h)	390	519	103	119	271	115	99	963	98	141	888	318
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	406	541	91	124	282	20	103	1003	96	147	925	303
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	463	723	121	162	692	305	295	1366	131	157	858	280
Arrive On Green	0.13	0.24	0.24	0.09	0.19	0.19	0.16	0.41	0.41	0.09	0.32	0.32
Sat Flow, veh/h	3476	3057	512	1792	3574	1578	1792	3293	315	1792	2640	861
Grp Volume(v), veh/h	406	315	317	124	282	20	103	544	555	147	625	603
Grp Sat Flow(s),veh/h/ln	1738	1787	1782	1792	1787	1578	1792	1787	1821	1792	1787	1715
Q Serve(g_s), s	13.8	19.6	19.8	8.1	8.3	1.2	6.1	30.7	30.8	9.8	39.0	39.0
Cycle Q Clear(g_c), s	13.8	19.6	19.8	8.1	8.3	1.2	6.1	30.7	30.8	9.8	39.0	39.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.17	1.00		0.50
Lane Grp Cap(c), veh/h	463	423	422	162	692	305	295	741	755	157	581	557
V/C Ratio(X)	0.88	0.75	0.75	0.77	0.41	0.07	0.35	0.73	0.73	0.94	1.08	1.08
Avail Cap(c_a), veh/h	797	573	572	172	692	305	295	741	755	157	581	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	42.5	42.5	53.4	42.4	39.5	44.4	29.5	29.5	54.4	40.5	40.5
Incr Delay (d2), s/veh	2.6	4.5	4.7	15.6	0.6	0.1	0.3	6.4	6.3	53.0	59.4	62.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	10.3	10.3	4.7	4.2	0.6	3.1	16.4	16.7	7.2	28.8	28.1
LnGrp Delay(d),s/veh	53.6	47.0	47.2	69.0	42.9	39.6	44.7	35.9	35.8	107.4	99.9	102.8
LnGrp LOS	D	D	D	E	D	D	D	D	D	F	F	F
Approach Vol, veh/h		1038			426			1202			1375	
Approach Delay, s/veh		49.6			50.3			36.6			102.0	
Approach LOS		D			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	45.0	20.5	28.7	15.0	55.8	15.3	33.9
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	* 39	27.5	22.5	10.5	39.0	11.5	38.5
Max Q Clear Time (g_c+I1), s	8.1	41.0	15.8	10.3	11.8	32.8	10.1	21.8
Green Ext Time (p_c), s	1.1	0.0	0.2	5.7	0.0	4.2	0.0	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	63.6
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	794	55	69	250	112	65	479	144	204	528	200
Future Volume (veh/h)	214	794	55	69	250	112	65	479	144	204	528	200
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	218	810	51	70	255	63	66	489	62	208	539	75
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	248	960	60	148	641	155	146	597	508	238	694	590
Arrive On Green	0.14	0.28	0.28	0.08	0.23	0.23	0.03	0.10	0.10	0.13	0.37	0.37
Sat Flow, veh/h	1792	3415	215	1792	2840	687	1792	1881	1599	1792	1881	1599
Grp Volume(v), veh/h	218	424	437	70	158	160	66	489	62	208	539	75
Grp Sat Flow(s),veh/h/ln	1792	1787	1843	1792	1787	1739	1792	1881	1599	1792	1881	1599
Q Serve(g_s), s	12.5	23.5	23.5	3.9	7.9	8.2	3.8	26.7	3.7	12.0	26.6	3.3
Cycle Q Clear(g_c), s	12.5	23.5	23.5	3.9	7.9	8.2	3.8	26.7	3.7	12.0	26.6	3.3
Prop In Lane	1.00		0.12	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	502	518	148	403	392	146	597	508	238	694	590
V/C Ratio(X)	0.88	0.84	0.84	0.47	0.39	0.41	0.45	0.82	0.12	0.87	0.78	0.13
Avail Cap(c_a), veh/h	264	536	553	196	468	456	230	597	508	247	694	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	35.6	35.6	46.0	34.5	34.7	48.8	44.0	33.7	44.7	29.3	21.9
Incr Delay (d2), s/veh	24.7	11.8	11.5	0.9	0.9	1.0	0.7	10.0	0.4	25.6	8.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	13.2	13.6	2.0	4.0	4.1	1.9	15.6	1.7	7.6	15.4	1.5
LnGrp Delay(d),s/veh	69.1	47.4	47.1	46.8	35.4	35.6	49.5	54.1	34.1	70.3	37.6	22.4
LnGrp LOS	E	D	D	D	D	D	D	D	C	E	D	C
Approach Vol, veh/h		1079			388			617			822	
Approach Delay, s/veh		51.6			37.6			51.6			44.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	43.8	13.2	35.0	18.4	38.3	19.0	29.2
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	13.5	29.0	11.5	31.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	5.8	28.6	5.9	25.5	14.0	28.7	14.5	10.2
Green Ext Time (p_c), s	0.0	0.3	0.0	4.0	0.0	0.0	0.0	8.8

Intersection Summary	
HCM 2010 Ctrl Delay	47.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	8	10	19	5	40	6	657	15	29	631	35
Future Volume (veh/h)	28	8	10	19	5	40	6	657	15	29	631	35
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	8	1	20	5	4	6	677	15	30	651	35
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	53	6	195	48	30	22	1259	28	80	1272	68
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.68	0.68	0.09	1.00	1.00
Sat Flow, veh/h	1091	378	40	974	340	210	1810	1850	41	1810	1785	96
Grp Volume(v), veh/h	38	0	0	29	0	0	6	0	692	30	0	686
Grp Sat Flow(s),veh/h/ln	1509	0	0	1525	0	0	1810	0	1891	1810	0	1881
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	0.3	0.0	19.4	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.5	0.0	0.0	0.3	0.0	19.4	1.6	0.0	0.0
Prop In Lane	0.76		0.03	0.69		0.14	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	273	0	0	273	0	0	22	0	1287	80	0	1340
V/C Ratio(X)	0.14	0.00	0.00	0.11	0.00	0.00	0.27	0.00	0.54	0.37	0.00	0.51
Avail Cap(c_a), veh/h	562	0	0	563	0	0	267	0	1287	267	0	1340
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	0.55	0.00	0.55
Uniform Delay (d), s/veh	39.6	0.0	0.0	39.4	0.0	0.0	51.4	0.0	8.5	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	2.4	0.0	1.6	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.7	0.0	0.0	0.2	0.0	10.6	0.8	0.0	0.3
LnGrp Delay(d),s/veh	39.7	0.0	0.0	39.4	0.0	0.0	53.8	0.0	10.1	47.0	0.0	0.8
LnGrp LOS	D			D			D		B	D		A
Approach Vol, veh/h		38			29			698			716	
Approach Delay, s/veh		39.7			39.4			10.4			2.7	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	79.8		19.4	9.2	76.4		19.4
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	2.3	2.0		3.5	3.6	21.4		4.0
Green Ext Time (p_c), s	0.0	18.3		0.2	0.0	11.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	334	99	60	392	266	262	285	138	223	132	138
Future Volume (veh/h)	79	334	99	60	392	266	262	285	138	223	132	138
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	86	363	34	65	426	211	285	310	111	242	143	123
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	183	553	469	168	664	325	317	666	233	275	219	188
Arrive On Green	0.10	0.29	0.29	0.09	0.29	0.29	0.18	0.26	0.26	0.15	0.23	0.23
Sat Flow, veh/h	1792	1881	1596	1792	2324	1139	1792	2579	903	1792	934	803
Grp Volume(v), veh/h	86	363	34	65	327	310	285	213	208	242	0	266
Grp Sat Flow(s),veh/h/ln	1792	1881	1596	1792	1787	1676	1792	1787	1694	1792	0	1737
Q Serve(g_s), s	4.4	16.4	1.5	3.3	15.5	15.8	15.1	9.7	10.1	12.8	0.0	13.5
Cycle Q Clear(g_c), s	4.4	16.4	1.5	3.3	15.5	15.8	15.1	9.7	10.1	12.8	0.0	13.5
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.53	1.00		0.46
Lane Grp Cap(c), veh/h	183	553	469	168	510	479	317	461	437	275	0	407
V/C Ratio(X)	0.47	0.66	0.07	0.39	0.64	0.65	0.90	0.46	0.48	0.88	0.00	0.65
Avail Cap(c_a), veh/h	461	871	739	461	828	776	553	828	785	553	0	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	30.0	24.7	41.4	30.3	30.4	39.1	30.4	30.5	40.3	0.0	33.6
Incr Delay (d2), s/veh	0.7	1.9	0.1	0.5	1.9	2.1	4.9	1.0	1.1	3.6	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	8.8	0.7	1.7	7.9	7.6	7.9	4.9	4.9	6.6	0.0	6.7
LnGrp Delay(d),s/veh	41.8	31.9	24.8	42.0	32.2	32.5	44.0	31.4	31.6	43.9	0.0	36.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D		D
Approach Vol, veh/h		483			702			706			508	
Approach Delay, s/veh		33.2			33.3			36.5			39.8	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	34.1	21.7	27.8	14.4	33.3	19.4	30.1
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	25.0	45.0	30.0	45.0	25.0	45.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	5.3	18.4	17.1	15.5	6.4	17.8	14.8	12.1
Green Ext Time (p_c), s	0.0	9.5	0.1	6.5	0.0	9.6	0.1	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	416	190	206	453	44	400	1113	349	62	295	36
Future Volume (veh/h)	37	416	190	206	453	44	400	1113	349	62	295	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	39	433	156	215	472	40	417	1159	342	65	307	31
Adj No. of Lanes	1	2	0	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	350	501	179	324	602	51	462	796	231	257	1031	103
Arrive On Green	0.20	0.20	0.20	0.18	0.18	0.18	0.14	0.30	0.30	0.15	0.32	0.32
Sat Flow, veh/h	1757	2520	898	1757	3267	276	3408	2668	774	1757	3217	322
Grp Volume(v), veh/h	39	300	289	215	252	260	417	755	746	65	166	172
Grp Sat Flow(s),veh/h/ln	1757	1752	1665	1757	1752	1790	1704	1752	1690	1757	1752	1787
Q Serve(g_s), s	2.4	22.1	22.6	15.2	18.4	18.5	16.1	40.0	40.0	4.4	9.5	9.7
Cycle Q Clear(g_c), s	2.4	22.1	22.6	15.2	18.4	18.5	16.1	40.0	40.0	4.4	9.5	9.7
Prop In Lane	1.00		0.54	1.00		0.15	1.00		0.46	1.00		0.18
Lane Grp Cap(c), veh/h	350	349	331	324	323	330	462	523	504	257	562	573
V/C Ratio(X)	0.11	0.86	0.87	0.66	0.78	0.79	0.90	1.44	1.48	0.25	0.30	0.30
Avail Cap(c_a), veh/h	387	386	367	426	425	434	471	523	504	257	562	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	51.9	52.0	50.8	52.1	52.1	57.0	47.0	47.0	50.7	34.2	34.2
Incr Delay (d2), s/veh	0.2	17.2	19.7	3.4	8.1	8.2	19.7	209.9	226.2	0.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	12.4	12.2	7.7	9.6	9.9	8.8	49.8	50.3	2.1	4.8	5.0
LnGrp Delay(d),s/veh	44.2	69.0	71.7	54.2	60.1	60.3	76.7	256.9	273.2	50.9	35.5	35.5
LnGrp LOS	D	E	E	D	E	E	E	F	F	D	D	D
Approach Vol, veh/h		628			727			1918			403	
Approach Delay, s/veh		68.7			58.4			224.1			38.0	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.6	46.0		32.2	22.7	49.0		30.2
Change Period (Y+Rc), s	6.0	* 6		5.5	4.5	6.0		5.5
Max Green Setting (Gmax), s	10.5	* 40		29.5	18.5	32.0		32.5
Max Q Clear Time (g_c+I1), s	6.4	42.0		24.6	18.1	11.7		20.5
Green Ext Time (p_c), s	0.9	0.0		2.0	0.0	2.3		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	144.4
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	343	345	48	181	31	516	874	204	50	273	131
Future Volume (veh/h)	149	343	345	48	181	31	516	874	204	50	273	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	152	350	136	49	185	10	527	892	193	51	279	15
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	619	516	237	507	431	1126	959	207	209	434	190
Arrive On Green	0.12	0.33	0.33	0.07	0.27	0.27	0.33	0.33	0.33	0.12	0.12	0.12
Sat Flow, veh/h	1774	1863	1554	3442	1863	1583	3442	2890	625	1774	3539	1548
Grp Volume(v), veh/h	152	350	136	49	185	10	527	546	539	51	279	15
Grp Sat Flow(s),veh/h/ln	1774	1863	1554	1721	1863	1583	1721	1770	1746	1774	1770	1548
Q Serve(g_s), s	11.0	20.7	3.4	1.8	10.8	0.6	16.3	39.9	40.0	3.5	10.1	1.2
Cycle Q Clear(g_c), s	11.0	20.7	3.4	1.8	10.8	0.6	16.3	39.9	40.0	3.5	10.1	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	215	619	516	237	507	431	1126	587	580	209	434	190
V/C Ratio(X)	0.71	0.57	0.26	0.21	0.36	0.02	0.47	0.93	0.93	0.24	0.64	0.08
Avail Cap(c_a), veh/h	285	619	516	347	507	431	1126	601	593	209	832	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	36.8	5.2	58.9	39.4	35.7	35.8	43.2	43.3	53.7	56.0	52.1
Incr Delay (d2), s/veh	2.8	3.7	1.2	0.2	2.0	0.1	0.1	23.3	23.6	0.2	7.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	11.2	1.6	0.9	5.8	0.3	7.8	23.4	23.1	1.7	5.4	0.5
LnGrp Delay(d),s/veh	59.4	40.5	6.4	59.1	41.4	35.8	35.9	66.5	66.9	53.9	63.2	52.9
LnGrp LOS	E	D	A	E	D	D	D	E	E	D	E	D
Approach Vol, veh/h		638			244			1612			345	
Approach Delay, s/veh		37.8			44.7			56.6			61.4	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	50.0	13.7	50.0	48.4	21.9	21.7	42.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	10.5	45.5	13.5	44.5	24.5	31.5	21.5	* 37
Max Q Clear Time (g_c+I1), s	5.5	42.0	3.8	22.7	18.3	12.1	13.0	12.8
Green Ext Time (p_c), s	0.0	2.5	0.0	3.2	0.3	2.2	2.2	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	75	99	50	446	415	244	1118	20	57	262	21
Future Volume (veh/h)	7	75	99	50	446	415	244	1118	20	57	262	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	8	82	19	54	485	260	265	1215	21	62	285	19
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	39	431	364	137	534	452	263	1431	25	145	1180	78
Arrive On Green	0.02	0.23	0.23	0.08	0.28	0.28	0.15	0.40	0.40	0.08	0.35	0.35
Sat Flow, veh/h	1792	1881	1591	1792	1881	1592	1792	3595	62	1792	3402	226
Grp Volume(v), veh/h	8	82	19	54	485	260	265	604	632	62	149	155
Grp Sat Flow(s),veh/h/ln	1792	1881	1591	1792	1881	1592	1792	1787	1870	1792	1787	1841
Q Serve(g_s), s	0.4	3.6	1.0	2.9	25.4	10.4	15.0	31.4	31.4	3.4	6.1	6.1
Cycle Q Clear(g_c), s	0.4	3.6	1.0	2.9	25.4	10.4	15.0	31.4	31.4	3.4	6.1	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.12
Lane Grp Cap(c), veh/h	39	431	364	137	534	452	263	711	744	145	620	639
V/C Ratio(X)	0.20	0.19	0.05	0.39	0.91	0.58	1.01	0.85	0.85	0.43	0.24	0.24
Avail Cap(c_a), veh/h	438	552	467	438	552	467	263	787	823	438	787	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	31.8	30.7	44.9	35.3	16.7	43.6	28.0	28.0	44.7	23.8	23.8
Incr Delay (d2), s/veh	0.9	0.3	0.1	0.7	19.0	2.1	57.5	8.6	8.2	0.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.9	0.4	1.5	16.0	5.4	11.6	17.1	17.9	1.7	3.0	3.1
LnGrp Delay(d),s/veh	50.1	32.1	30.8	45.6	54.3	18.7	101.1	36.5	36.2	45.4	24.1	24.1
LnGrp LOS	D	C	C	D	D	B	F	D	D	D	C	C
Approach Vol, veh/h		109			799			1501			366	
Approach Delay, s/veh		33.2			42.2			47.8			27.7	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	46.7	12.3	28.9	19.5	41.5	6.7	34.5
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	15.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	5.4	33.4	4.9	5.6	17.0	8.1	2.4	27.4
Green Ext Time (p_c), s	2.0	7.3	0.0	7.1	0.0	2.2	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Notes

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	810	19	19	68	2	11	0	18	20	20	17
Future Vol, veh/h	14	810	19	19	68	2	11	0	18	20	20	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	900	21	21	76	2	12	0	20	22	22	19
Number of Lanes	1	2	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	20.5	9.2	9.6	10.2
HCM LOS	C	A	A	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	38%	100%	0%	0%	100%	0%	0%	35%
Vol Thru, %	0%	0%	100%	93%	0%	100%	0%	35%
Vol Right, %	62%	0%	0%	7%	0%	0%	100%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	14	540	289	19	68	2	57
LT Vol	11	14	0	0	19	0	0	20
Through Vol	0	0	540	270	0	68	0	20
RT Vol	18	0	0	19	0	0	2	17
Lane Flow Rate	32	16	600	321	21	76	2	63
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.057	0.023	0.818	0.433	0.036	0.12	0.003	0.115
Departure Headway (Hd)	6.397	5.407	4.905	4.859	6.215	5.712	5.007	6.546
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	661	738	739	573	623	708	545
Service Time	4.178	3.147	2.644	2.598	3.991	3.487	2.782	4.32
HCM Lane V/C Ratio	0.058	0.024	0.813	0.434	0.037	0.122	0.003	0.116
HCM Control Delay	9.6	8.3	25.8	11.3	9.2	9.3	7.8	10.2
HCM Lane LOS	A	A	D	B	A	A	A	B
HCM 95th-tile Q	0.2	0.1	8.8	2.2	0.1	0.4	0	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	605	37	24	85	28	45	169	333	37	78	100
Future Volume (veh/h)	159	605	37	24	85	28	45	169	333	37	78	100
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.97		0.97	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	680	14	27	96	16	51	190	318	42	88	66
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	732	601	93	500	83	89	230	353	262	371	278
Arrive On Green	0.12	0.39	0.39	0.05	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	1900	1561	1810	1583	264	98	610	934	897	983	737
Grp Volume(v), veh/h	179	680	14	27	0	112	559	0	0	42	0	154
Grp Sat Flow(s),veh/h/ln	1810	1900	1561	1810	0	1846	1642	0	0	897	0	1720
Q Serve(g_s), s	7.3	26.0	0.4	1.1	0.0	3.4	14.6	0.0	0.0	0.0	0.0	4.6
Cycle Q Clear(g_c), s	7.3	26.0	0.4	1.1	0.0	3.4	24.3	0.0	0.0	6.2	0.0	4.6
Prop In Lane	1.00		1.00	1.00		0.14	0.09		0.57	1.00		0.43
Lane Grp Cap(c), veh/h	218	732	601	93	0	583	672	0	0	262	0	650
V/C Ratio(X)	0.82	0.93	0.02	0.29	0.00	0.19	0.83	0.00	0.00	0.16	0.00	0.24
Avail Cap(c_a), veh/h	477	751	617	477	0	851	700	0	0	278	0	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	22.4	14.5	34.7	0.0	18.9	22.1	0.0	0.0	16.6	0.0	16.1
Incr Delay (d2), s/veh	2.9	18.0	0.0	0.6	0.0	0.2	7.6	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	17.3	0.2	0.6	0.0	1.7	12.4	0.0	0.0	0.6	0.0	2.2
LnGrp Delay(d),s/veh	35.5	40.4	14.5	35.3	0.0	19.1	29.7	0.0	0.0	16.7	0.0	16.2
LnGrp LOS	D	D	B	D		B	C			B		B
Approach Vol, veh/h		873			139			559			196	
Approach Delay, s/veh		38.9			22.3			29.7			16.3	
Approach LOS		D			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	34.2		33.3	13.7	29.0		33.3
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	20.0	30.0		30.0	20.0	35.0		30.0
Max Q Clear Time (g_c+I1), s	3.1	28.0		26.3	9.3	5.4		8.2
Green Ext Time (p_c), s	0.0	1.2		1.4	0.1	8.7		3.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1050	350	190	1160	130	250	1270	190	150	1040	270
Future Volume (veh/h)	200	1050	350	190	1160	130	250	1270	190	150	1040	270
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	208	1094	317	198	1208	67	260	1323	68	156	1083	112
Adj No. of Lanes	2	3	0	2	2	1	1	3	1	1	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	1185	343	396	1252	549	198	1575	482	181	1526	462
Arrive On Green	0.08	0.30	0.30	0.11	0.35	0.35	0.11	0.31	0.31	0.10	0.30	0.30
Sat Flow, veh/h	3442	3895	1128	3442	3539	1553	1774	5085	1557	1774	5085	1541
Grp Volume(v), veh/h	208	952	459	198	1208	67	260	1323	68	156	1083	112
Grp Sat Flow(s),veh/h/ln	1721	1695	1633	1721	1770	1553	1774	1695	1557	1774	1695	1541
Q Serve(g_s), s	7.7	35.3	35.3	7.0	43.5	3.8	14.5	31.6	2.9	11.3	24.6	7.1
Cycle Q Clear(g_c), s	7.7	35.3	35.3	7.0	43.5	3.8	14.5	31.6	2.9	11.3	24.6	7.1
Prop In Lane	1.00		0.69	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	1031	497	396	1252	549	198	1575	482	181	1526	462
V/C Ratio(X)	0.79	0.92	0.92	0.50	0.96	0.12	1.31	0.84	0.14	0.86	0.71	0.24
Avail Cap(c_a), veh/h	331	1043	503	396	1252	549	198	1575	482	252	1663	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	43.8	43.8	54.0	41.2	28.4	57.8	41.9	16.1	57.5	40.5	34.3
Incr Delay (d2), s/veh	7.4	14.7	25.2	0.4	18.3	0.5	172.5	4.4	0.2	15.0	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	18.6	19.4	3.4	24.5	1.7	16.6	15.5	1.3	6.3	11.7	3.1
LnGrp Delay(d),s/veh	66.3	58.5	69.0	54.4	59.5	28.8	230.2	46.2	16.3	72.5	41.9	34.7
LnGrp LOS	E	E	E	D	E	C	F	D	B	E	D	C
Approach Vol, veh/h		1619			1473			1651			1351	
Approach Delay, s/veh		62.5			57.4			74.0			44.9	
Approach LOS		E			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	52.0	17.7	45.8	20.9	45.5	19.0	44.5
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	12.5	40.0	18.5	38.5	12.5	* 40	14.5	42.5
Max Q Clear Time (g_c+I1), s	9.7	45.5	13.3	33.6	9.0	37.3	16.5	26.6
Green Ext Time (p_c), s	0.0	0.0	0.0	4.7	0.3	2.2	0.0	12.4

Intersection Summary	
HCM 2010 Ctrl Delay	60.5
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	100	90	400	90	40	40	1340	220	90	1890	250
Future Volume (veh/h)	170	100	90	400	90	40	40	1340	220	90	1890	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	179	105	84	421	95	40	42	1411	232	95	1989	250
Adj No. of Lanes	0	1	0	0	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	299	158	119	343	63	27	111	2222	691	167	2147	267
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.06	0.43	0.43	0.09	0.46	0.46
Sat Flow, veh/h	761	492	371	868	196	82	1792	5136	1597	1792	4628	575
Grp Volume(v), veh/h	368	0	0	556	0	0	42	1411	232	95	1466	773
Grp Sat Flow(s),veh/h/ln	1623	0	0	1146	0	0	1792	1712	1597	1792	1712	1779
Q Serve(g_s), s	0.0	0.0	0.0	12.3	0.0	0.0	2.2	21.4	9.6	5.0	39.9	41.0
Cycle Q Clear(g_c), s	19.7	0.0	0.0	32.0	0.0	0.0	2.2	21.4	9.6	5.0	39.9	41.0
Prop In Lane	0.49		0.23	0.76		0.07	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	577	0	0	433	0	0	111	2222	691	167	1588	825
V/C Ratio(X)	0.64	0.00	0.00	1.29	0.00	0.00	0.38	0.63	0.34	0.57	0.92	0.94
Avail Cap(c_a), veh/h	577	0	0	433	0	0	451	2326	723	451	1588	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	0.0	36.7	0.0	0.0	44.8	22.0	18.7	43.1	25.0	25.3
Incr Delay (d2), s/veh	2.7	0.0	0.0	144.9	0.0	0.0	2.1	0.6	0.4	1.1	9.5	18.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	0.0	0.0	29.2	0.0	0.0	1.2	10.2	4.3	2.6	20.8	24.1
LnGrp Delay(d),s/veh	32.2	0.0	0.0	181.6	0.0	0.0	46.9	22.7	19.1	44.3	34.5	43.4
LnGrp LOS	C			F			D	C	B	D	C	D
Approach Vol, veh/h		368			556			1685			2334	
Approach Delay, s/veh		32.2			181.6			22.8			37.8	
Approach LOS		C			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.8	49.0		36.6	10.7	52.1		36.6
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	7.0	23.4		21.7	4.2	43.0		34.0
Green Ext Time (p_c), s	0.0	19.6		5.8	0.1	2.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	160	10	330	10	360	120	430	570	10
Future Volume (veh/h)	10	10	10	160	10	330	10	360	120	430	570	10
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.92	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	11	11	2	176	11	277	11	396	18	473	626	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	178	28	216	17	265	11	382	308	591	609	10
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.21	0.21	0.21	0.33	0.33	0.33
Sat Flow, veh/h	457	607	97	549	59	902	50	1810	1460	1774	1828	29
Grp Volume(v), veh/h	24	0	0	464	0	0	407	0	18	473	0	636
Grp Sat Flow(s),veh/h/ln	1161	0	0	1510	0	0	1860	0	1460	1774	0	1857
Q Serve(g_s), s	0.0	0.0	0.0	25.4	0.0	0.0	19.0	0.0	0.9	21.8	0.0	30.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	26.4	0.0	0.0	19.0	0.0	0.9	21.8	0.0	30.0
Prop In Lane	0.46		0.08	0.38		0.60	0.03		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	399	0	0	498	0	0	393	0	308	591	0	619
V/C Ratio(X)	0.06	0.00	0.00	0.93	0.00	0.00	1.04	0.00	0.06	0.80	0.00	1.03
Avail Cap(c_a), veh/h	399	0	0	498	0	0	393	0	308	591	0	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	22.8	0.0	0.0	32.3	0.0	0.0	35.5	0.0	28.4	27.3	0.0	30.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	24.1	0.0	0.0	55.1	0.0	0.1	8.1	0.0	43.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	14.8	0.0	0.0	15.7	0.0	0.4	12.0	0.0	22.8
LnGrp Delay(d),s/veh	22.8	0.0	0.0	56.4	0.0	0.0	90.6	0.0	28.5	35.3	0.0	73.3
LnGrp LOS	C			E			F		C	D		F
Approach Vol, veh/h		24			464			425			1109	
Approach Delay, s/veh		22.8			56.4			88.0			57.1	
Approach LOS		C			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		31.0		24.0		31.0
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6
Max Green Setting (Gmax), s		30.0		26.4		19.0		26.4
Max Q Clear Time (g_c+I1), s		32.0		28.4		21.0		2.8
Green Ext Time (p_c), s		0.0		0.0		0.0		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	63.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	390	340	360	480	280	160	420	160	140	740	150
Future Volume (veh/h)	150	390	340	360	480	280	160	420	160	140	740	150
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	156	406	0	375	500	0	167	438	0	146	771	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	188	571	0	462	1155	517	199	924	0	185	895	0
Arrive On Green	0.10	0.16	0.00	0.26	0.32	0.00	0.11	0.26	0.00	0.10	0.25	0.00
Sat Flow, veh/h	1792	3668	0	1792	3574	1599	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	156	406	0	375	500	0	167	438	0	146	771	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	1599	1792	1787	0	1792	1787	0
Q Serve(g_s), s	8.1	10.2	0.0	18.7	10.5	0.0	8.7	9.8	0.0	7.6	19.6	0.0
Cycle Q Clear(g_c), s	8.1	10.2	0.0	18.7	10.5	0.0	8.7	9.8	0.0	7.6	19.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	188	571	0	462	1155	517	199	924	0	185	895	0
V/C Ratio(X)	0.83	0.71	0.00	0.81	0.43	0.00	0.84	0.47	0.00	0.79	0.86	0.00
Avail Cap(c_a), veh/h	255	847	0	462	1155	517	217	924	0	217	922	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.7	37.8	0.0	33.1	25.3	0.0	41.4	29.8	0.0	41.6	34.0	0.0
Incr Delay (d2), s/veh	11.7	7.4	0.0	9.9	1.2	0.0	21.0	0.5	0.0	12.9	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.7	0.0	10.5	5.3	0.0	5.5	4.9	0.0	4.4	10.7	0.0
LnGrp Delay(d),s/veh	53.4	45.2	0.0	43.0	26.5	0.0	62.4	30.3	0.0	54.5	42.5	0.0
LnGrp LOS	D	D		D	C		E	C		D	D	
Approach Vol, veh/h		562			875			605			917	
Approach Delay, s/veh		47.5			33.5			39.2			44.4	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	29.3	14.5	36.2	14.3	30.1	30.0	20.7
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	11.5	24.5	13.5	25.5	11.5	24.5	16.5	* 23
Max Q Clear Time (g_c+I1), s	10.7	21.6	10.1	12.5	9.6	11.8	20.7	12.2
Green Ext Time (p_c), s	0.0	2.2	0.0	3.2	0.0	7.7	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	650	40	80	790	30	70	50	50	10	60	210
Future Volume (veh/h)	60	650	40	80	790	30	70	50	50	10	60	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	67	730	41	90	888	32	79	56	34	11	67	19
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	956	54	724	2114	76	139	86	43	61	270	243
Arrive On Green	0.09	0.28	0.28	0.82	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	3400	191	1774	3480	125	532	550	273	113	1722	1550
Grp Volume(v), veh/h	67	380	391	90	452	468	169	0	0	78	0	19
Grp Sat Flow(s),veh/h/ln	1774	1770	1821	1774	1770	1836	1355	0	0	1836	0	1550
Q Serve(g_s), s	3.4	18.7	18.7	1.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	3.4	18.7	18.7	1.0	0.0	0.0	11.8	0.0	0.0	3.5	0.0	1.0
Prop In Lane	1.00		0.10	1.00		0.07	0.47		0.20	0.14		1.00
Lane Grp Cap(c), veh/h	155	498	512	724	1075	1115	268	0	0	331	0	243
V/C Ratio(X)	0.43	0.76	0.76	0.12	0.42	0.42	0.63	0.00	0.00	0.24	0.00	0.08
Avail Cap(c_a), veh/h	215	708	728	724	1075	1115	543	0	0	654	0	529
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	31.2	31.2	5.2	0.0	0.0	39.1	0.0	0.0	35.3	0.0	34.2
Incr Delay (d2), s/veh	0.7	10.6	10.3	0.0	1.1	1.1	0.9	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.5	10.8	0.5	0.3	0.3	4.3	0.0	0.0	1.8	0.0	0.4
LnGrp Delay(d),s/veh	41.8	41.8	41.6	5.3	1.1	1.1	40.0	0.0	0.0	35.4	0.0	34.2
LnGrp LOS	D	D	D	A	A	A	D			D		C
Approach Vol, veh/h		838			1010			169			97	
Approach Delay, s/veh		41.7			1.5			40.0			35.2	
Approach LOS		D			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	43.8	31.7		19.5	12.8	62.7		19.5
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	* 38		32.4	11.5	37.0		32.4
Max Q Clear Time (g_c+I1), s	3.0	20.7		5.5	5.4	2.0		13.8
Green Ext Time (p_c), s	4.2	6.0		1.1	0.0	9.6		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	610	90	120	750	10	140	10	130	10	10	10
Future Volume (veh/h)	10	610	90	120	750	10	140	10	130	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	663	87	130	815	11	152	11	100	11	11	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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	47	1535	201	163	1985	27	181	13	119	34	34	0
Arrive On Green	0.03	0.49	0.49	0.18	1.00	1.00	0.18	0.18	0.18	0.04	0.04	0.00
Sat Flow, veh/h	1774	3131	410	1774	3574	48	981	71	645	909	909	0
Grp Volume(v), veh/h	11	374	376	130	404	422	263	0	0	22	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1772	1774	1770	1852	1697	0	0	1817	0	0
Q Serve(g_s), s	0.6	13.0	13.0	6.7	0.0	0.0	14.2	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	0.6	13.0	13.0	6.7	0.0	0.0	14.2	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.03	0.58		0.38	0.50		0.00
Lane Grp Cap(c), veh/h	47	868	869	163	983	1029	312	0	0	67	0	0
V/C Ratio(X)	0.23	0.43	0.43	0.80	0.41	0.41	0.84	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	215	868	869	196	983	1029	543	0	0	180	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.3	15.6	15.7	38.0	0.0	0.0	37.4	0.0	0.0	44.6	0.0	0.0
Incr Delay (d2), s/veh	0.9	1.4	1.5	13.4	1.2	1.1	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(50%),veh/ln	0.3	6.7	6.7	3.8	0.3	0.3	6.9	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	46.2	17.1	17.1	51.4	1.2	1.1	39.8	0.0	0.0	45.6	0.0	0.0
LnGrp LOS	D	B	B	D	A	A	D			D		
Approach Vol, veh/h		761			956			263			22	
Approach Delay, s/veh		17.5			8.0			39.8			45.6	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.2	51.6		8.1	7.0	57.8		22.1
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	26.0		9.4	11.5	25.0		30.4
Max Q Clear Time (g_c+I1), s	8.7	15.0		3.1	2.6	2.0		16.2
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	14.2		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	630	10	10	580	110	10	10	10	200	10	270
Future Volume (veh/h)	110	630	10	10	580	110	10	10	10	200	10	270
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	0.99		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	670	10	11	617	0	11	11	1	213	11	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	750	2323	35	38	863	0	175	159	13	327	334	0
Arrive On Green	0.85	1.00	1.00	0.02	0.24	0.00	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	1774	3568	53	1774	3632	0	662	887	70	1381	1863	0
Grp Volume(v), veh/h	117	332	348	11	617	0	23	0	0	213	11	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1852	1774	1770	0	1619	0	0	1381	1863	0
Q Serve(g_s), s	1.1	0.0	0.0	0.6	15.2	0.0	0.0	0.0	0.0	12.9	0.5	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.6	15.2	0.0	1.0	0.0	0.0	13.9	0.5	0.0
Prop In Lane	1.00		0.03	1.00		0.00	0.48		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	750	1152	1205	38	863	0	347	0	0	327	334	0
V/C Ratio(X)	0.16	0.29	0.29	0.29	0.71	0.00	0.07	0.00	0.00	0.65	0.03	0.00
Avail Cap(c_a), veh/h	750	1152	1205	177	1602	0	503	0	0	463	518	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	45.8	32.9	0.0	32.4	0.0	0.0	37.6	32.2	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5	1.6	5.0	0.0	0.0	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(50%),veh/ln	0.5	0.2	0.2	0.3	8.0	0.0	0.5	0.0	0.0	5.5	0.2	0.0
LnGrp Delay(d),s/veh	4.4	0.5	0.5	47.4	37.9	0.0	32.4	0.0	0.0	38.4	32.2	0.0
LnGrp LOS	A	A	A	D	D		C			D	C	
Approach Vol, veh/h		797			628			23			224	
Approach Delay, s/veh		1.1			38.1			32.4			38.1	
Approach LOS		A			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	45.2	28.2		21.6	6.5	66.8		21.6
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	11.5	* 43		26.4	9.5	45.0		26.4
Max Q Clear Time (g_c+I1), s	3.1	17.2		15.9	2.6	2.0		3.0
Green Ext Time (p_c), s	3.6	6.0		0.3	0.0	7.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	70	460	10	10	10	350	880	30	70	910	210
Future Volume (veh/h)	220	70	460	10	10	10	350	880	30	70	910	210
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.91	0.96		1.00	1.00		0.91	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	174	211	188	12	12	0	422	1060	34	84	1096	234
Adj No. of Lanes	1	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	398	309	116	102	0	414	2118	68	111	1253	266
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.00	0.23	0.61	0.61	0.06	0.44	0.44
Sat Flow, veh/h	1306	1863	1445	332	477	0	1774	3488	112	1774	2870	609
Grp Volume(v), veh/h	174	211	188	24	0	0	422	538	556	84	673	657
Grp Sat Flow(s),veh/h/ln	1306	1863	1445	809	0	0	1774	1770	1830	1774	1770	1709
Q Serve(g_s), s	6.0	12.1	14.1	0.2	0.0	0.0	28.0	20.6	20.6	5.6	41.5	42.2
Cycle Q Clear(g_c), s	18.2	12.1	14.1	12.3	0.0	0.0	28.0	20.6	20.6	5.6	41.5	42.2
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.06	1.00		0.36
Lane Grp Cap(c), veh/h	304	398	309	218	0	0	414	1075	1111	111	772	746
V/C Ratio(X)	0.57	0.53	0.61	0.11	0.00	0.00	1.02	0.50	0.50	0.76	0.87	0.88
Avail Cap(c_a), veh/h	351	466	361	263	0	0	414	1075	1111	340	772	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	41.9	42.7	38.0	0.0	0.0	46.0	13.3	13.3	55.3	30.7	31.0
Incr Delay (d2), s/veh	0.6	0.4	1.1	0.1	0.0	0.0	49.3	1.7	1.6	3.9	12.9	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	6.3	5.7	0.6	0.0	0.0	19.3	10.5	10.8	2.9	22.9	22.8
LnGrp Delay(d),s/veh	45.5	42.3	43.7	38.1	0.0	0.0	95.3	15.0	14.9	59.2	43.6	45.1
LnGrp LOS	D	D	D	D			F	B	B	E	D	D
Approach Vol, veh/h		573			24			1516			1414	
Approach Delay, s/veh		43.7			38.1			37.3			45.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.0	57.4		30.6	11.5	77.9		30.6
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	28.0	48.0		30.0	23.0	53.0		30.0
Max Q Clear Time (g_c+I1), s	30.0	44.2		14.3	7.6	22.6		20.2
Green Ext Time (p_c), s	0.0	3.6		1.4	0.0	25.9		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	570	360	80	570	460	180	850	40	240	1550	130
Future Volume (veh/h)	120	570	360	80	570	460	180	850	40	240	1550	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	130	620	307	87	620	220	196	924	40	261	1685	133
Adj No. of Lanes	1	2	0	1	2	1	2	3	0	2	3	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	145	696	345	132	1058	461	321	1941	84	321	1866	147
Arrive On Green	0.08	0.30	0.30	0.07	0.30	0.30	0.03	0.13	0.13	0.09	0.38	0.38
Sat Flow, veh/h	1792	2297	1137	1792	3574	1560	3476	5043	218	3476	4846	382
Grp Volume(v), veh/h	130	482	445	87	620	220	196	627	337	261	1190	628
Grp Sat Flow(s),veh/h/ln	1792	1787	1647	1792	1787	1560	1738	1712	1837	1738	1712	1805
Q Serve(g_s), s	9.3	33.5	33.5	6.1	19.2	15.0	7.2	22.1	22.2	9.6	42.6	42.7
Cycle Q Clear(g_c), s	9.3	33.5	33.5	6.1	19.2	15.0	7.2	22.1	22.2	9.6	42.6	42.7
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.12	1.00		0.21
Lane Grp Cap(c), veh/h	145	542	499	132	1058	461	321	1318	707	321	1318	695
V/C Ratio(X)	0.90	0.89	0.89	0.66	0.59	0.48	0.61	0.48	0.48	0.81	0.90	0.90
Avail Cap(c_a), veh/h	145	550	507	145	1100	480	334	1318	707	682	1318	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	43.2	43.2	58.6	39.0	37.5	60.7	44.6	44.6	57.9	37.7	37.7
Incr Delay (d2), s/veh	45.0	16.8	17.9	6.8	1.0	1.1	1.9	1.1	2.1	1.9	10.2	17.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	19.0	17.7	3.3	9.6	6.6	3.6	10.7	11.7	4.7	22.0	24.7
LnGrp Delay(d),s/veh	104.3	60.0	61.2	65.4	39.9	38.6	62.7	45.7	46.7	59.8	47.9	55.2
LnGrp LOS	F	E	E	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		1057			927			1160			2079	
Approach Delay, s/veh		65.9			42.0			48.9			51.6	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	44.4	16.5	55.0	15.0	43.5	16.5	55.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	40.0	12.5	48.0	10.5	40.0	25.5	35.0
Max Q Clear Time (g_c+I1), s	8.1	35.5	9.2	44.7	11.3	21.2	11.6	24.2
Green Ext Time (p_c), s	0.0	3.9	0.1	3.2	0.0	13.5	0.4	10.3

Intersection Summary	
HCM 2010 Ctrl Delay	52.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	30	160	20	200	20	890	140	260	1530	10
Future Volume (veh/h)	20	10	30	160	20	200	20	890	140	260	1530	10
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.90	0.91		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	12	2	188	24	0	24	1047	0	306	1800	12
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	424	71	403	516	0	90	1498	0	325	2003	13
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.00	0.05	0.42	0.00	0.18	0.56	0.56
Sat Flow, veh/h	1256	1531	255	1265	1863	0	1774	3632	0	1774	3602	24
Grp Volume(v), veh/h	24	0	14	188	24	0	24	1047	0	306	883	929
Grp Sat Flow(s),veh/h/ln	1256	0	1786	1265	1863	0	1774	1770	0	1774	1770	1857
Q Serve(g_s), s	1.7	0.0	0.7	15.3	1.1	0.0	1.6	29.1	0.0	20.4	53.1	53.3
Cycle Q Clear(g_c), s	2.8	0.0	0.7	16.0	1.1	0.0	1.6	29.1	0.0	20.4	53.1	53.3
Prop In Lane	1.00		0.14	1.00		0.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	396	0	494	403	516	0	90	1498	0	325	984	1032
V/C Ratio(X)	0.06	0.00	0.03	0.47	0.05	0.00	0.27	0.70	0.00	0.94	0.90	0.90
Avail Cap(c_a), veh/h	404	0	506	411	528	0	177	1498	0	325	984	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	31.6	37.4	31.8	0.0	54.8	28.3	0.0	48.4	23.6	23.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.6	2.7	0.0	34.3	12.6	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	5.4	0.6	0.0	0.8	14.7	0.0	13.1	29.2	30.6
LnGrp Delay(d),s/veh	32.9	0.0	31.6	37.8	31.8	0.0	55.4	31.1	0.0	82.6	36.2	36.0
LnGrp LOS	C		C	D	C		E	C		F	D	D
Approach Vol, veh/h		38			212			1071			2118	
Approach Delay, s/veh		32.4			37.1			31.6			42.8	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	71.7		38.2	26.0	55.8		38.2
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	22.0	50.0		34.0
Max Q Clear Time (g_c+I1), s	3.6	55.3		18.0	22.4	31.1		4.8
Green Ext Time (p_c), s	0.0	4.6		0.5	0.0	18.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	120	130	60	170	80	90	820	40	70	1760	80
Future Volume (veh/h)	100	120	130	60	170	80	90	820	40	70	1760	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	108	129	0	65	183	0	97	882	0	75	1892	0
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	192	314	0	139	414	0	120	2258	0	116	2249	0
Arrive On Green	0.19	0.19	0.00	0.19	0.19	0.00	0.07	0.63	0.00	0.13	1.00	0.00
Sat Flow, veh/h	732	1753	0	511	2284	0	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	113	124	0	121	127	0	97	882	0	75	1892	0
Grp Sat Flow(s),veh/h/ln	773	1626	0	1083	1626	0	1792	1787	0	1792	1787	0
Q Serve(g_s), s	11.7	8.7	0.0	7.8	8.9	0.0	6.9	15.7	0.0	5.2	0.0	0.0
Cycle Q Clear(g_c), s	20.6	8.7	0.0	16.5	8.9	0.0	6.9	15.7	0.0	5.2	0.0	0.0
Prop In Lane	0.96		0.00	0.54		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	200	306	0	246	306	0	120	2258	0	116	2249	0
V/C Ratio(X)	0.57	0.41	0.00	0.49	0.42	0.00	0.81	0.39	0.00	0.65	0.84	0.00
Avail Cap(c_a), veh/h	232	350	0	287	350	0	214	2258	0	145	2249	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.23	0.23	0.00
Uniform Delay (d), s/veh	55.4	46.4	0.0	51.2	46.5	0.0	59.8	11.7	0.0	55.2	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.3	0.0	0.6	0.3	0.0	4.7	0.5	0.0	0.7	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.0	0.0	4.1	4.1	0.0	3.6	7.9	0.0	2.6	0.3	0.0
LnGrp Delay(d),s/veh	56.3	46.7	0.0	51.8	46.8	0.0	64.5	12.2	0.0	55.9	1.0	0.0
LnGrp LOS	E	D		D	D		E	B		E	A	
Approach Vol, veh/h		237			248			979			1967	
Approach Delay, s/veh		51.3			49.2			17.4			3.1	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	87.6		29.5	13.2	87.3		29.5
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	7.2	17.7		22.6	8.9	2.0		18.5
Green Ext Time (p_c), s	0.0	52.1		1.0	0.0	60.4		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	10	240	10	160	10	260	140	210	230	30
Future Volume (veh/h)	20	10	10	240	10	160	10	260	140	210	230	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.88		0.86	0.88		0.85	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	10	3	250	10	37	10	271	127	219	240	28
Adj No. of Lanes	0	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	168	45	555	692	501	44	349	163	260	680	79
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.03	0.29	0.29	0.15	0.42	0.42
Sat Flow, veh/h	797	452	121	1225	1863	1348	1774	1184	555	1774	1636	191
Grp Volume(v), veh/h	34	0	0	250	10	37	10	0	398	219	0	268
Grp Sat Flow(s),veh/h/ln	1370	0	0	1225	1863	1348	1774	0	1739	1774	0	1827
Q Serve(g_s), s	0.0	0.0	0.0	10.9	0.3	1.3	0.4	0.0	15.7	9.0	0.0	7.5
Cycle Q Clear(g_c), s	0.9	0.0	0.0	11.8	0.3	1.3	0.4	0.0	15.7	9.0	0.0	7.5
Prop In Lane	0.62		0.09	1.00		1.00	1.00		0.32	1.00		0.10
Lane Grp Cap(c), veh/h	586	0	0	555	692	501	44	0	512	260	0	760
V/C Ratio(X)	0.06	0.00	0.00	0.45	0.01	0.07	0.22	0.00	0.78	0.84	0.00	0.35
Avail Cap(c_a), veh/h	624	0	0	589	744	539	590	0	694	590	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	18.5	14.9	15.3	35.9	0.0	24.2	31.2	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.9	0.0	4.8	2.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	4.1	0.1	0.5	0.2	0.0	8.2	4.6	0.0	3.9
LnGrp Delay(d),s/veh	15.1	0.0	0.0	18.7	14.9	15.3	36.8	0.0	29.0	34.1	0.0	15.4
LnGrp LOS	B			B	B	B	D		C	C		B
Approach Vol, veh/h		34			297			408			487	
Approach Delay, s/veh		15.1			18.1			29.2			23.8	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		32.5	6.4	36.2		32.5	15.5	27.1
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		2.9	2.4	9.5		13.8	11.0	17.7
Green Ext Time (p_c), s		0.8	0.0	5.9		0.7	0.1	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	320	210	240	230	120	140	850	220	170	1020	50
Future Volume (veh/h)	50	320	210	240	230	120	140	850	220	170	1020	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	53	340	0	255	245	0	149	904	0	181	1085	0
Adj No. of Lanes	1	2	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	685	0	259	962	430	387	1896	590	207	1359	423
Arrive On Green	0.08	0.19	0.00	0.15	0.27	0.00	0.22	0.37	0.00	0.12	0.27	0.00
Sat Flow, veh/h	1774	3632	0	1774	3539	1583	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	53	340	0	255	245	0	149	904	0	181	1085	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1583	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	3.4	10.3	0.0	17.2	6.5	0.0	8.6	16.3	0.0	12.0	23.8	0.0
Cycle Q Clear(g_c), s	3.4	10.3	0.0	17.2	6.5	0.0	8.6	16.3	0.0	12.0	23.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	685	0	259	962	430	387	1896	590	207	1359	423
V/C Ratio(X)	0.39	0.50	0.00	0.99	0.25	0.00	0.38	0.48	0.00	0.87	0.80	0.00
Avail Cap(c_a), veh/h	185	1018	0	259	1165	521	387	1896	590	229	1526	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.8	43.2	0.0	51.1	34.2	0.0	40.0	28.7	0.0	52.1	40.9	0.0
Incr Delay (d2), s/veh	0.7	0.2	0.0	51.7	0.1	0.0	0.2	0.9	0.0	25.4	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.0	0.0	12.1	3.2	0.0	4.2	7.8	0.0	7.3	11.8	0.0
LnGrp Delay(d),s/veh	53.5	43.4	0.0	102.8	34.2	0.0	40.3	29.6	0.0	77.5	45.9	0.0
LnGrp LOS	D	D		F	C		D	C		E	D	
Approach Vol, veh/h		393			500			1053			1266	
Approach Delay, s/veh		44.7			69.2			31.1			50.4	
Approach LOS		D			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.2	37.1	13.6	38.1	18.5	49.7	23.0	28.7
Change Period (Y+Rc), s	5.0	* 5	4.5	5.5	4.5	5.0	5.5	* 5.5
Max Green Setting (Gmax), s	12.5	* 36	12.5	39.5	15.5	33.0	17.5	* 35
Max Q Clear Time (g_c+I1), s	10.6	25.8	5.4	8.5	14.0	18.3	19.2	12.3
Green Ext Time (p_c), s	1.3	6.2	0.0	1.0	0.0	6.6	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	46.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	480	120	180	480	90	70	100	220	80	100	20
Future Volume (veh/h)	50	480	120	180	480	90	70	100	220	80	100	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	54	516	0	194	516	0	75	108	0	86	108	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	1066	0	235	1275	570	266	279	0	224	311	0
Arrive On Green	0.07	0.30	0.00	0.13	0.36	0.00	0.15	0.15	0.00	0.15	0.15	0.00
Sat Flow, veh/h	1774	3632	0	1774	3539	1583	1774	1863	0	1488	2163	0
Grp Volume(v), veh/h	54	516	0	194	516	0	75	108	0	103	91	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1583	1774	1863	0	1788	1770	0
Q Serve(g_s), s	2.1	8.6	0.0	7.7	7.9	0.0	2.7	3.8	0.0	3.8	3.3	0.0
Cycle Q Clear(g_c), s	2.1	8.6	0.0	7.7	7.9	0.0	2.7	3.8	0.0	3.8	3.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	0.83		0.00
Lane Grp Cap(c), veh/h	130	1066	0	235	1275	570	266	279	0	269	266	0
V/C Ratio(X)	0.41	0.48	0.00	0.83	0.40	0.00	0.28	0.39	0.00	0.38	0.34	0.00
Avail Cap(c_a), veh/h	493	1965	0	493	1965	879	739	776	0	745	737	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.9	20.6	0.0	30.4	17.3	0.0	27.2	27.6	0.0	27.6	27.4	0.0
Incr Delay (d2), s/veh	0.8	0.5	0.0	2.8	0.3	0.0	0.2	0.3	0.0	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.2	0.0	4.0	3.9	0.0	1.3	2.0	0.0	1.9	1.6	0.0
LnGrp Delay(d),s/veh	32.7	21.1	0.0	33.3	17.6	0.0	27.4	28.0	0.0	27.9	27.7	0.0
LnGrp LOS	C	C		C	B		C	C		C	C	
Approach Vol, veh/h		570			710			183			194	
Approach Delay, s/veh		22.2			21.9			27.7			27.8	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	31.4		15.4	14.0	27.2		15.4
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	4.1	9.9		5.8	9.7	10.6		5.8
Green Ext Time (p_c), s	0.0	11.2		0.4	0.1	11.1		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	470	130	240	500	130	150	860	220	180	1480	150
Future Volume (veh/h)	160	470	130	240	500	130	150	860	220	180	1480	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.96	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	170	500	118	255	532	28	160	915	130	191	1574	151
Adj No. of Lanes	2	2	0	2	2	1	2	3	1	2	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	694	162	307	929	398	593	2147	660	291	1538	147
Arrive On Green	0.08	0.25	0.25	0.09	0.26	0.26	0.34	0.84	0.84	0.08	0.33	0.33
Sat Flow, veh/h	3442	2774	648	3442	3539	1514	3442	5085	1563	3442	4706	451
Grp Volume(v), veh/h	170	317	301	255	532	28	160	915	130	191	1133	592
Grp Sat Flow(s),veh/h/ln	1721	1770	1653	1721	1770	1514	1721	1695	1563	1721	1695	1766
Q Serve(g_s), s	6.2	21.3	21.7	9.5	17.0	1.8	4.4	5.7	2.0	7.0	42.5	42.5
Cycle Q Clear(g_c), s	6.2	21.3	21.7	9.5	17.0	1.8	4.4	5.7	2.0	7.0	42.5	42.5
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	264	443	413	307	929	398	593	2147	660	291	1108	577
V/C Ratio(X)	0.64	0.72	0.73	0.83	0.57	0.07	0.27	0.43	0.20	0.66	1.02	1.02
Avail Cap(c_a), veh/h	410	443	413	543	994	425	593	2147	660	410	1108	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.87	0.87	0.87	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	44.5	44.7	58.2	41.6	36.0	36.7	6.3	6.0	57.7	43.8	43.8
Incr Delay (d2), s/veh	0.7	4.2	4.8	2.0	0.8	0.1	0.1	0.5	0.6	0.9	32.9	43.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	10.9	10.4	4.6	8.4	0.8	2.0	2.6	0.9	3.4	24.9	27.7
LnGrp Delay(d),s/veh	59.0	48.7	49.5	60.2	42.4	36.1	36.8	6.8	6.5	58.6	76.7	87.6
LnGrp LOS	E	D	D	E	D	D	D	A	A	E	F	F
Approach Vol, veh/h		788			815			1205			1916	
Approach Delay, s/veh		51.2			47.7			10.7			78.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	38.0	27.9	48.0	14.5	39.6	15.5	60.4
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	20.5	31.5	15.5	* 43	15.5	36.5	15.5	42.5
Max Q Clear Time (g_c+I1), s	11.5	23.7	6.4	44.5	8.2	19.0	9.0	7.7
Green Ext Time (p_c), s	0.1	5.1	3.9	0.0	0.1	8.1	0.1	11.2

Intersection Summary	
HCM 2010 Ctrl Delay	51.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	560	120	220	680	70	100	260	220	90	220	150
Future Volume (veh/h)	120	560	120	220	680	70	100	260	220	90	220	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827	1827	1827	1827
Adj Flow Rate, veh/h	124	577	0	227	701	0	103	268	0	93	227	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	151	787	352	448	1411	631	157	440	374	139	421	358
Arrive On Green	0.09	0.23	0.00	0.26	0.41	0.00	0.09	0.24	0.00	0.08	0.23	0.00
Sat Flow, veh/h	1740	3471	1553	1740	3471	1553	1740	1827	1553	1740	1827	1553
Grp Volume(v), veh/h	124	577	0	227	701	0	103	268	0	93	227	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1553	1740	1736	1553	1740	1827	1553	1740	1827	1553
Q Serve(g_s), s	7.4	16.2	0.0	11.7	15.8	0.0	6.0	13.7	0.0	5.5	11.5	0.0
Cycle Q Clear(g_c), s	7.4	16.2	0.0	11.7	15.8	0.0	6.0	13.7	0.0	5.5	11.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	787	352	448	1411	631	157	440	374	139	421	358
V/C Ratio(X)	0.82	0.73	0.00	0.51	0.50	0.00	0.65	0.61	0.00	0.67	0.54	0.00
Avail Cap(c_a), veh/h	207	975	436	448	1411	631	191	440	374	191	435	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	47.1	37.7	0.0	33.3	23.2	0.0	46.2	35.5	0.0	46.9	35.5	0.0
Incr Delay (d2), s/veh	9.2	4.4	0.0	0.4	1.3	0.0	3.3	2.9	0.0	1.8	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.3	0.0	5.7	7.7	0.0	3.0	7.3	0.0	2.7	6.0	0.0
LnGrp Delay(d),s/veh	56.4	42.1	0.0	33.7	24.4	0.0	49.4	38.3	0.0	48.7	37.0	0.0
LnGrp LOS	E	D		C	C		D	D		D	D	
Approach Vol, veh/h		701			928			371			320	
Approach Delay, s/veh		44.6			26.7			41.4			40.4	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	29.3	14.0	29.2	13.6	48.2	12.9	30.3
Change Period (Y+Rc), s	5.5	* 5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	19.5	* 30	11.5	25.0	12.5	36.5	11.5	25.0
Max Q Clear Time (g_c+I1), s	13.7	18.2	8.0	13.5	9.4	17.8	7.5	15.7
Green Ext Time (p_c), s	2.8	3.7	0.0	2.7	0.0	5.8	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	36.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	420	100	30	730	40	70	90	30	70	150	160
Future Volume (veh/h)	80	420	100	30	730	40	70	90	30	70	150	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.96	0.98		0.97	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	84	442	90	32	768	39	74	95	17	74	158	27
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	794	160	616	1838	93	252	349	62	290	424	347
Arrive On Green	0.10	0.28	0.28	0.35	0.54	0.54	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1774	2875	578	1774	3420	174	1173	1532	274	1250	1863	1522
Grp Volume(v), veh/h	84	270	262	32	397	410	74	0	112	74	158	27
Grp Sat Flow(s),veh/h/ln	1774	1770	1684	1774	1770	1823	1173	0	1806	1250	1863	1522
Q Serve(g_s), s	4.7	13.7	14.0	1.3	14.1	14.1	6.0	0.0	5.4	5.4	7.5	1.5
Cycle Q Clear(g_c), s	4.7	13.7	14.0	1.3	14.1	14.1	13.5	0.0	5.4	10.8	7.5	1.5
Prop In Lane	1.00		0.34	1.00		0.10	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	170	489	465	616	951	980	252	0	411	290	424	347
V/C Ratio(X)	0.49	0.55	0.56	0.05	0.42	0.42	0.29	0.00	0.27	0.26	0.37	0.08
Avail Cap(c_a), veh/h	211	683	649	616	951	980	403	0	643	450	663	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	32.5	32.6	22.8	14.5	14.5	39.9	0.0	33.4	37.8	34.2	31.9
Incr Delay (d2), s/veh	0.8	4.5	4.9	0.0	1.4	1.3	0.2	0.0	0.1	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.3	7.1	0.6	7.2	7.4	1.9	0.0	2.7	1.9	3.9	0.6
LnGrp Delay(d),s/veh	45.9	36.9	37.5	22.8	15.8	15.8	40.1	0.0	33.5	38.0	34.4	31.9
LnGrp LOS	D	D	D	C	B	B	D		C	D	C	C
Approach Vol, veh/h		616			839			186			259	
Approach Delay, s/veh		38.4			16.1			36.1			35.2	
Approach LOS		D			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	42.0	34.5		28.5	14.6	61.9		28.5
Change Period (Y+Rc), s	5.5	* 5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	12.5	* 41		37.4	12.5	40.5		37.4
Max Q Clear Time (g_c+I1), s	3.3	16.0		12.8	6.7	16.1		15.5
Green Ext Time (p_c), s	4.3	4.7		1.3	0.0	7.4		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	550	300	390	850	190	180	950	450	120	1060	230
Future Volume (veh/h)	290	550	300	390	850	190	180	950	450	120	1060	230
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	309	585	0	415	904	0	191	1011	242	128	1128	122
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	1313	409	464	1333	415	291	1898	574	262	1855	573
Arrive On Green	0.13	0.26	0.00	0.13	0.26	0.00	0.08	0.37	0.37	0.15	0.73	0.73
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	5085	1539	3442	5085	1572
Grp Volume(v), veh/h	309	585	0	415	904	0	191	1011	242	128	1128	122
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1695	1539	1721	1695	1572
Q Serve(g_s), s	11.1	12.5	0.0	15.4	20.7	0.0	7.0	20.2	15.2	4.4	14.0	3.2
Cycle Q Clear(g_c), s	11.1	12.5	0.0	15.4	20.7	0.0	7.0	20.2	15.2	4.4	14.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	450	1313	409	464	1333	415	291	1898	574	262	1855	573
V/C Ratio(X)	0.69	0.45	0.00	0.89	0.68	0.00	0.66	0.53	0.42	0.49	0.61	0.21
Avail Cap(c_a), veh/h	490	1486	463	516	1526	475	357	1898	574	304	1855	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	54.0	40.4	0.0	55.3	43.0	0.0	57.7	31.9	30.3	52.8	13.1	11.6
Incr Delay (d2), s/veh	2.8	0.3	0.0	15.8	1.0	0.0	1.7	1.1	2.3	0.2	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.9	0.0	8.3	9.8	0.0	3.4	9.6	6.8	2.1	6.4	1.5
LnGrp Delay(d),s/veh	56.7	40.8	0.0	71.2	44.1	0.0	59.4	33.0	32.6	53.0	13.7	12.0
LnGrp LOS	E	D		E	D		E	C	C	D	B	B
Approach Vol, veh/h		894			1319			1444			1378	
Approach Delay, s/veh		46.3			52.6			36.4			17.2	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	39.6	15.5	52.9	21.5	40.1	14.4	54.0
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	19.5	38.0	13.5	38.5	18.5	39.0	11.5	40.5
Max Q Clear Time (g_c+I1), s	17.4	14.5	9.0	16.0	13.1	22.7	6.4	22.2
Green Ext Time (p_c), s	0.1	12.1	0.1	19.5	0.3	9.7	0.0	16.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	820	90	100	1260	400	160	520	220	250	360	190
Future Volume (veh/h)	240	820	90	100	1260	400	160	520	220	250	360	190
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	247	845	87	103	1299	327	165	536	192	258	371	67
Adj No. of Lanes	2	2	0	1	2	1	2	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	268	1135	117	136	1237	546	243	703	251	252	1230	541
Arrive On Green	0.08	0.35	0.35	0.08	0.35	0.35	0.07	0.28	0.28	0.14	0.35	0.35
Sat Flow, veh/h	3408	3204	330	1757	3505	1546	3408	2524	900	1757	3505	1542
Grp Volume(v), veh/h	247	462	470	103	1299	327	165	371	357	258	371	67
Grp Sat Flow(s),veh/h/ln	1704	1752	1781	1757	1752	1546	1704	1752	1672	1757	1752	1542
Q Serve(g_s), s	10.1	32.4	32.4	8.0	49.4	24.3	6.6	27.2	27.4	20.1	10.8	4.1
Cycle Q Clear(g_c), s	10.1	32.4	32.4	8.0	49.4	24.3	6.6	27.2	27.4	20.1	10.8	4.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	268	621	631	136	1237	546	243	488	466	252	1230	541
V/C Ratio(X)	0.92	0.74	0.74	0.76	1.05	0.60	0.68	0.76	0.77	1.02	0.30	0.12
Avail Cap(c_a), veh/h	268	621	631	149	1237	546	290	488	466	252	1230	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	39.6	39.6	63.3	45.3	37.2	63.4	46.2	46.3	59.9	33.0	30.8
Incr Delay (d2), s/veh	34.5	5.2	5.1	15.8	39.9	2.2	3.2	10.7	11.4	62.7	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	16.6	16.8	4.5	30.7	10.7	3.2	14.7	14.1	14.1	5.3	1.8
LnGrp Delay(d),s/veh	98.5	44.9	44.8	79.1	85.2	39.4	66.6	56.9	57.7	122.7	33.6	31.3
LnGrp LOS	F	D	D	E	F	D	E	E	E	F	C	C
Approach Vol, veh/h		1179			1729			893			696	
Approach Delay, s/veh		56.1			76.2			59.0			66.4	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	55.1	15.5	54.9	24.6	45.0	15.3	55.1
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	11.9	47.2	11.0	49.4	20.1	39.0	11.9	48.5
Max Q Clear Time (g_c+I1), s	8.6	12.8	12.1	51.4	22.1	29.4	10.0	34.4
Green Ext Time (p_c), s	0.0	12.6	0.0	0.0	0.0	6.0	0.0	12.9

Intersection Summary	
HCM 2010 Ctrl Delay	66.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	620	240	250	490	500	170	690	250	250	360	80
Future Volume (veh/h)	180	620	240	250	490	500	170	690	250	250	360	80
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	217	747	0	301	590	0	205	831	0	301	434	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	247	899	0	264	934	0	237	991	0	247	1011	0
Arrive On Green	0.14	0.25	0.00	0.15	0.26	0.00	0.04	0.09	0.00	0.14	0.28	0.00
Sat Flow, veh/h	1792	3668	0	1792	3668	0	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	217	747	0	301	590	0	205	831	0	301	434	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	0	1792	1787	0	1792	1787	0
Q Serve(g_s), s	12.5	20.8	0.0	15.5	15.3	0.0	11.9	24.0	0.0	14.5	10.4	0.0
Cycle Q Clear(g_c), s	12.5	20.8	0.0	15.5	15.3	0.0	11.9	24.0	0.0	14.5	10.4	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	247	899	0	264	934	0	237	991	0	247	1011	0
V/C Ratio(X)	0.88	0.83	0.00	1.14	0.63	0.00	0.86	0.84	0.00	1.22	0.43	0.00
Avail Cap(c_a), veh/h	264	936	0	264	936	0	247	991	0	247	1011	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.79	0.79	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.4	37.2	0.0	44.8	34.3	0.0	49.3	45.4	0.0	45.3	30.7	0.0
Incr Delay (d2), s/veh	24.5	6.5	0.0	97.8	1.6	0.0	19.6	6.8	0.0	128.5	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	11.1	0.0	14.8	7.7	0.0	7.2	12.8	0.0	16.0	5.3	0.0
LnGrp Delay(d),s/veh	68.9	43.7	0.0	142.5	35.9	0.0	68.9	52.2	0.0	173.7	32.1	0.0
LnGrp LOS	E	D		F	D		E	D		F	C	
Approach Vol, veh/h		964			891			1036			735	
Approach Delay, s/veh		49.4			71.9			55.5			90.1	
Approach LOS		D			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	34.7	20.0	31.9	19.0	34.1	19.0	32.9
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	14.5	28.0	15.5	27.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	13.9	12.4	17.5	22.8	16.5	26.0	14.5	17.3
Green Ext Time (p_c), s	0.0	9.5	0.0	3.6	0.0	1.6	0.0	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	64.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	90	60	110	80	170	40	720	60	80	750	50
Future Volume (veh/h)	60	90	60	110	80	170	40	720	60	80	750	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	73	110	56	134	98	169	49	878	67	98	915	56
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	148	215	98	182	122	188	104	1618	123	129	1692	104
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.48	0.48	0.02	0.16	0.16
Sat Flow, veh/h	331	689	312	437	391	603	1792	3360	256	1792	3416	209
Grp Volume(v), veh/h	239	0	0	401	0	0	49	467	478	98	479	492
Grp Sat Flow(s),veh/h/ln	1333	0	0	1430	0	0	1792	1787	1830	1792	1787	1838
Q Serve(g_s), s	0.0	0.0	0.0	13.4	0.0	0.0	2.8	19.3	19.3	5.7	25.8	25.8
Cycle Q Clear(g_c), s	15.0	0.0	0.0	28.4	0.0	0.0	2.8	19.3	19.3	5.7	25.8	25.8
Prop In Lane	0.31		0.23	0.33		0.42	1.00		0.14	1.00		0.11
Lane Grp Cap(c), veh/h	461	0	0	493	0	0	104	860	881	129	885	910
V/C Ratio(X)	0.52	0.00	0.00	0.81	0.00	0.00	0.47	0.54	0.54	0.76	0.54	0.54
Avail Cap(c_a), veh/h	498	0	0	529	0	0	264	860	881	264	885	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	29.4	0.0	0.0	34.7	0.0	0.0	47.9	19.1	19.1	50.4	33.0	33.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	8.1	0.0	0.0	1.2	2.5	2.4	2.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	12.2	0.0	0.0	1.4	10.1	10.3	2.9	13.1	13.5
LnGrp Delay(d),s/veh	29.7	0.0	0.0	42.8	0.0	0.0	49.1	21.6	21.5	52.3	34.3	34.3
LnGrp LOS	C			D			D	C	C	D	C	C
Approach Vol, veh/h		239			401			994			1069	
Approach Delay, s/veh		29.7			42.8			22.9			35.9	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	57.0		37.4	12.0	55.5		37.4
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	4.8	27.8		30.4	7.7	21.3		17.0
Green Ext Time (p_c), s	0.0	10.1		1.5	0.0	14.5		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	330	120	100	410	220	90	370	50	290	280	410
Future Volume (veh/h)	110	330	120	100	410	220	90	370	50	290	280	410
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	128	384	113	116	477	36	105	430	6	337	326	56
Adj No. of Lanes	2	2	0	1	2	1	1	2	1	2	2	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	449	729	212	227	947	422	242	851	381	433	814	357
Arrive On Green	0.13	0.27	0.27	0.13	0.27	0.27	0.14	0.24	0.24	0.12	0.23	0.23
Sat Flow, veh/h	3476	2724	791	1792	3574	1594	1792	3574	1599	3476	3574	1571
Grp Volume(v), veh/h	128	250	247	116	477	36	105	430	6	337	326	56
Grp Sat Flow(s),veh/h/ln	1738	1787	1728	1792	1787	1594	1792	1787	1599	1738	1787	1571
Q Serve(g_s), s	2.7	9.6	9.8	4.9	9.1	1.4	4.3	8.4	0.2	7.5	6.2	2.3
Cycle Q Clear(g_c), s	2.7	9.6	9.8	4.9	9.1	1.4	4.3	8.4	0.2	7.5	6.2	2.3
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	478	462	227	947	422	242	851	381	433	814	357
V/C Ratio(X)	0.29	0.52	0.53	0.51	0.50	0.09	0.43	0.51	0.02	0.78	0.40	0.16
Avail Cap(c_a), veh/h	1083	1002	969	558	2004	894	670	2004	897	1299	2004	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	25.0	25.1	32.7	25.0	22.2	31.9	26.5	23.4	34.1	26.3	24.8
Incr Delay (d2), s/veh	0.1	1.3	1.4	0.7	0.6	0.1	0.5	0.7	0.0	1.2	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.9	4.8	2.4	4.5	0.6	2.2	4.2	0.1	3.7	3.1	1.0
LnGrp Delay(d),s/veh	31.7	26.3	26.5	33.4	25.6	22.3	32.3	27.1	23.4	35.2	26.8	25.1
LnGrp LOS	C	C	C	C	C	C	C	C	C	D	C	C
Approach Vol, veh/h		625			629			541			719	
Approach Delay, s/veh		27.5			26.8			28.1			30.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	27.0	15.3	23.3	14.9	26.8	14.5	24.1
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	25.0	45.0	30.0	45.0	25.0	45.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	6.9	11.8	6.3	8.2	4.7	11.1	9.5	10.4
Green Ext Time (p_c), s	0.0	9.5	0.0	8.4	0.1	9.6	0.2	8.2

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	660	640	530	550	60	130	270	230	120	1320	80
Future Volume (veh/h)	70	660	640	530	550	60	130	270	230	120	1320	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	74	702	559	564	585	29	138	287	49	128	1404	17
Adj No. of Lanes	2	3	1	2	2	1	2	2	1	2	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	180	1594	489	585	1525	673	271	980	433	213	1270	387
Arrive On Green	0.05	0.32	0.32	0.17	0.44	0.44	0.08	0.28	0.28	0.06	0.26	0.26
Sat Flow, veh/h	3343	4940	1517	3343	3438	1516	3343	3438	1518	3343	4940	1505
Grp Volume(v), veh/h	74	702	559	564	585	29	138	287	49	128	1404	17
Grp Sat Flow(s),veh/h/ln	1672	1647	1517	1672	1719	1516	1672	1719	1518	1672	1647	1505
Q Serve(g_s), s	3.0	15.7	34.3	23.4	16.0	1.5	5.5	9.1	3.3	5.2	36.0	1.0
Cycle Q Clear(g_c), s	3.0	15.7	34.3	23.4	16.0	1.5	5.5	9.1	3.3	5.2	36.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	1594	489	585	1525	673	271	980	433	213	1270	387
V/C Ratio(X)	0.41	0.44	1.14	0.96	0.38	0.04	0.51	0.29	0.11	0.60	1.11	0.04
Avail Cap(c_a), veh/h	227	1676	515	585	1535	677	271	980	433	251	1270	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	37.4	27.3	57.3	26.1	22.1	61.7	39.0	37.0	63.8	52.0	26.1
Incr Delay (d2), s/veh	2.1	0.3	85.9	28.4	0.2	0.0	0.7	0.8	0.5	1.2	59.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.2	26.0	13.1	7.6	0.6	2.6	4.4	1.5	2.5	23.3	0.4
LnGrp Delay(d),s/veh	66.2	37.7	113.2	85.7	26.3	22.1	62.3	39.8	37.5	65.0	111.3	26.3
LnGrp LOS	E	D	F	F	C	C	E	D	D	E	F	C
Approach Vol, veh/h		1335			1178			474			1549	
Approach Delay, s/veh		70.9			54.7			46.1			106.5	
Approach LOS		E			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	45.9	30.0	50.7	17.3	42.0	13.0	67.6
Change Period (Y+Rc), s	4.5	6.0	5.5	5.5	6.0	* 6	5.5	5.5
Max Green Setting (Gmax), s	10.5	36.0	24.5	47.5	10.5	* 36	9.5	62.5
Max Q Clear Time (g_c+I1), s	7.2	11.1	25.4	36.3	7.5	38.0	5.0	18.0
Green Ext Time (p_c), s	0.0	2.4	0.0	8.9	0.2	0.0	0.1	23.5

Intersection Summary	
HCM 2010 Ctrl Delay	76.3
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	750	150	120	1020	60	110	10	80	20	10	80
Future Volume (veh/h)	190	750	150	120	1020	60	110	10	80	20	10	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	207	815	111	130	1109	62	120	11	14	22	11	5
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	246	1737	755	164	1513	85	153	124	158	33	122	55
Arrive On Green	0.14	0.50	0.50	0.09	0.45	0.45	0.09	0.17	0.17	0.02	0.10	0.10
Sat Flow, veh/h	1740	3471	1509	1740	3336	186	1740	720	916	1740	1175	534
Grp Volume(v), veh/h	207	815	111	130	577	594	120	0	25	22	0	16
Grp Sat Flow(s),veh/h/ln	1740	1736	1509	1740	1736	1787	1740	0	1636	1740	0	1709
Q Serve(g_s), s	9.8	12.9	3.3	6.2	22.9	22.9	5.7	0.0	1.1	1.1	0.0	0.7
Cycle Q Clear(g_c), s	9.8	12.9	3.3	6.2	22.9	22.9	5.7	0.0	1.1	1.1	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.56	1.00		0.31
Lane Grp Cap(c), veh/h	246	1737	755	164	787	811	153	0	282	33	0	177
V/C Ratio(X)	0.84	0.47	0.15	0.79	0.73	0.73	0.79	0.00	0.09	0.66	0.00	0.09
Avail Cap(c_a), veh/h	331	1856	806	331	928	956	331	0	602	331	0	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	13.7	11.3	37.3	18.8	18.8	37.6	0.0	29.3	41.0	0.0	34.1
Incr Delay (d2), s/veh	13.6	0.2	0.1	8.3	2.5	2.4	8.6	0.0	0.1	20.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	6.2	1.4	3.3	11.4	11.8	3.1	0.0	0.5	0.7	0.0	0.3
LnGrp Delay(d),s/veh	48.9	13.9	11.4	45.7	21.3	21.3	46.2	0.0	29.4	61.2	0.0	34.3
LnGrp LOS	D	B	B	D	C	C	D		C	E		C
Approach Vol, veh/h		1133			1301			145			38	
Approach Delay, s/veh		20.1			23.7			43.3			49.9	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	19.5	11.9	47.1	11.4	13.7	15.9	43.2
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	16.0	31.0	16.0	45.0	16.0	29.0	16.0	45.0
Max Q Clear Time (g_c+I1), s	3.1	3.1	8.2	14.9	7.7	2.7	11.8	24.9
Green Ext Time (p_c), s	0.0	0.2	0.2	17.1	0.2	0.2	0.2	13.3

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	200	480	430	570	160	320	610	90	80	890	370
Future Volume (veh/h)	160	200	480	430	570	160	320	610	90	80	890	370
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	172	215	296	462	613	76	344	656	88	86	957	214
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	169	494	418	499	586	489	474	1160	155	121	1039	439
Arrive On Green	0.10	0.27	0.27	0.15	0.32	0.32	0.14	0.37	0.37	0.07	0.30	0.30
Sat Flow, veh/h	1757	1845	1559	3408	1845	1539	3408	3103	416	1757	3505	1481
Grp Volume(v), veh/h	172	215	296	462	613	76	344	370	374	86	957	214
Grp Sat Flow(s),veh/h/ln	1757	1845	1559	1704	1845	1539	1704	1752	1767	1757	1752	1481
Q Serve(g_s), s	13.5	13.5	16.9	18.7	44.5	5.0	13.5	23.5	23.5	6.7	37.0	12.7
Cycle Q Clear(g_c), s	13.5	13.5	16.9	18.7	44.5	5.0	13.5	23.5	23.5	6.7	37.0	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	169	494	418	499	586	489	474	655	661	121	1039	439
V/C Ratio(X)	1.02	0.44	0.71	0.93	1.05	0.16	0.73	0.56	0.57	0.71	0.92	0.49
Avail Cap(c_a), veh/h	169	494	418	499	586	489	475	655	661	245	1064	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	42.5	22.9	59.0	47.8	34.3	57.7	34.8	34.8	63.8	47.6	23.5
Incr Delay (d2), s/veh	73.2	2.8	9.8	23.0	49.6	0.7	4.8	3.5	3.5	2.9	14.3	3.8
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	7.2	8.4	10.4	30.7	2.2	6.7	11.9	12.1	3.4	20.0	5.6
LnGrp Delay(d),s/veh	136.6	45.2	32.6	82.0	97.3	34.9	62.5	38.3	38.3	66.7	62.0	27.3
LnGrp LOS	F	D	C	F	F	C	E	D	D	E	E	C
Approach Vol, veh/h		683			1151			1088			1257	
Approach Delay, s/veh		62.8			87.1			45.9			56.4	
Approach LOS		E			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	57.9	25.0	43.0	25.0	47.0	18.0	50.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	5.5	* 5.5	4.5	5.5
Max Green Setting (Gmax), s	19.5	42.5	20.5	37.5	19.5	* 43	13.5	44.5
Max Q Clear Time (g_c+I1), s	8.7	25.5	20.7	18.9	15.5	39.0	15.5	46.5
Green Ext Time (p_c), s	0.0	5.7	0.0	8.8	0.7	2.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	63.2
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	140	260	60	100	90	240	570	30	200	1480	30
Future Volume (veh/h)	20	140	260	60	100	90	240	570	30	200	1480	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	24	165	24	71	118	7	282	671	31	235	1741	34
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	95	381	54	153	526	31	265	906	42	567	1590	31
Arrive On Green	0.05	0.12	0.12	0.09	0.15	0.15	0.15	0.26	0.26	0.32	0.44	0.44
Sat Flow, veh/h	1792	3135	448	1792	3427	202	1792	3478	161	1792	3586	70
Grp Volume(v), veh/h	24	93	96	71	61	64	282	345	357	235	866	909
Grp Sat Flow(s),veh/h/ln	1792	1787	1797	1792	1787	1842	1792	1787	1852	1792	1787	1869
Q Serve(g_s), s	1.3	4.9	5.0	3.8	3.0	3.1	15.0	17.9	18.0	10.5	45.0	45.0
Cycle Q Clear(g_c), s	1.3	4.9	5.0	3.8	3.0	3.1	15.0	17.9	18.0	10.5	45.0	45.0
Prop In Lane	1.00		0.25	1.00		0.11	1.00		0.09	1.00		0.04
Lane Grp Cap(c), veh/h	95	217	218	153	274	282	265	465	482	567	793	829
V/C Ratio(X)	0.25	0.43	0.44	0.46	0.22	0.23	1.06	0.74	0.74	0.41	1.09	1.10
Avail Cap(c_a), veh/h	441	528	531	441	528	545	265	793	821	567	793	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	41.3	41.4	44.2	37.7	37.7	43.2	34.4	34.4	27.3	28.2	28.2
Incr Delay (d2), s/veh	0.5	1.9	2.0	0.8	0.6	0.6	73.5	3.3	3.2	0.2	60.1	61.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.5	2.6	1.9	1.6	1.6	12.8	9.2	9.6	5.2	35.2	37.1
LnGrp Delay(d),s/veh	46.6	43.2	43.4	45.0	38.2	38.2	116.7	37.7	37.6	27.5	88.3	89.5
LnGrp LOS	D	D	D	D	D	D	F	D	D	C	F	F
Approach Vol, veh/h		213			196			984			2010	
Approach Delay, s/veh		43.7			40.7			60.3			81.7	
Approach LOS		D			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.1	32.4	13.1	17.8	19.5	51.0	9.9	21.1
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	15.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	12.5	20.0	5.8	7.0	17.0	47.0	3.3	5.1
Green Ext Time (p_c), s	10.4	5.9	0.0	2.4	0.0	0.0	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	70.8
HCM 2010 LOS	E

Notes

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	80	20	20	290	10	30	10	40	10	20	50
Future Vol, veh/h	20	80	20	20	290	10	30	10	40	10	20	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	23	93	23	23	337	12	35	12	47	12	23	58
Number of Lanes	1	2	0	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	8.6	9.9	9.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	38%	100%	0%	0%	17%	0%	0%	12%
Vol Thru, %	12%	0%	100%	57%	83%	100%	0%	25%
Vol Right, %	50%	0%	0%	43%	0%	0%	100%	62%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	20	53	47	117	193	10	80
LT Vol	30	20	0	0	20	0	0	10
Through Vol	10	0	53	27	97	193	0	20
RT Vol	40	0	0	20	0	0	10	50
Lane Flow Rate	93	23	62	54	136	225	12	93
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.145	0.038	0.093	0.077	0.198	0.323	0.014	0.14
Departure Headway (Hd)	5.625	5.914	5.41	5.107	5.262	5.175	4.47	5.418
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	633	602	658	697	680	692	796	658
Service Time	3.392	3.682	3.177	2.874	3.017	2.93	2.224	3.185
HCM Lane V/C Ratio	0.147	0.038	0.094	0.077	0.2	0.325	0.015	0.141
HCM Control Delay	9.4	8.9	8.7	8.3	9.3	10.4	7.3	9.1
HCM Lane LOS	A	A	A	A	A	B	A	A
HCM 95th-tile Q	0.5	0.1	0.3	0.2	0.7	1.4	0	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	150	140	100	560	60	80	100	50	40	200	160
Future Volume (veh/h)	60	150	140	100	560	60	80	100	50	40	200	160
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.77	0.87		0.72	0.90		0.55
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1900	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	80	200	0	133	747	69	107	133	55	53	267	178
Adj No. of Lanes	1	1	1	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	161	714	607	182	1257	116	63	63	16	306	273	182
Arrive On Green	0.09	0.38	0.00	0.10	0.39	0.39	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1792	1881	1599	1792	3217	297	16	180	45	1077	774	516
Grp Volume(v), veh/h	80	200	0	133	415	401	295	0	0	53	0	445
Grp Sat Flow(s),veh/h/ln	1792	1881	1599	1792	1787	1727	240	0	0	1077	0	1290
Q Serve(g_s), s	3.6	6.3	0.0	6.1	15.6	15.7	1.1	0.0	0.0	0.0	0.0	28.9
Cycle Q Clear(g_c), s	3.6	6.3	0.0	6.1	15.6	15.7	30.0	0.0	0.0	5.1	0.0	28.9
Prop In Lane	1.00		1.00	1.00		0.17	0.36		0.19	1.00		0.40
Lane Grp Cap(c), veh/h	161	714	607	182	698	675	143	0	0	306	0	456
V/C Ratio(X)	0.50	0.28	0.00	0.73	0.59	0.59	2.07	0.00	0.00	0.17	0.00	0.98
Avail Cap(c_a), veh/h	422	714	607	422	736	712	143	0	0	306	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	18.3	0.0	37.0	20.5	20.5	28.6	0.0	0.0	19.4	0.0	27.1
Incr Delay (d2), s/veh	0.9	0.3	0.0	2.1	1.5	1.5	504.8	0.0	0.0	0.1	0.0	35.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.3	0.0	3.1	8.0	7.8	23.3	0.0	0.0	0.9	0.0	14.8
LnGrp Delay(d),s/veh	37.7	18.6	0.0	39.2	22.0	22.1	533.4	0.0	0.0	19.5	0.0	62.9
LnGrp LOS	D	B		D	C	C	F			B		E
Approach Vol, veh/h		280			949			295			498	
Approach Delay, s/veh		24.1			24.4			533.4			58.3	
Approach LOS		C			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.1	37.2		34.6	12.1	38.2		34.6
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	20.0	30.0		30.0	20.0	35.0		30.0
Max Q Clear Time (g_c+I1), s	8.1	8.3		32.0	5.6	17.7		30.9
Green Ext Time (p_c), s	0.0	9.5		0.0	0.0	7.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	107.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1350	240	260	1180	180	170	1050	210	240	760	160
Future Volume (veh/h)	280	1350	240	260	1180	180	170	1050	210	240	760	160
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	292	1406	230	271	1229	113	177	1094	52	250	792	41
Adj No. of Lanes	2	3	0	2	2	1	1	3	1	1	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	334	1430	234	423	1287	566	202	1370	420	214	1404	426
Arrive On Green	0.10	0.32	0.32	0.12	0.36	0.36	0.11	0.27	0.27	0.12	0.27	0.27
Sat Flow, veh/h	3476	4427	723	3476	3574	1572	1792	5136	1574	1792	5136	1558
Grp Volume(v), veh/h	292	1087	549	271	1229	113	177	1094	52	250	792	41
Grp Sat Flow(s),veh/h/ln	1738	1712	1726	1738	1787	1572	1792	1712	1574	1792	1712	1558
Q Serve(g_s), s	10.8	40.9	41.0	9.7	43.6	6.4	12.6	25.8	2.3	15.5	17.2	2.6
Cycle Q Clear(g_c), s	10.8	40.9	41.0	9.7	43.6	6.4	12.6	25.8	2.3	15.5	17.2	2.6
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	334	1106	558	423	1287	566	202	1370	420	214	1404	426
V/C Ratio(X)	0.87	0.98	0.98	0.64	0.95	0.20	0.88	0.80	0.12	1.17	0.56	0.10
Avail Cap(c_a), veh/h	334	1106	558	441	1287	566	214	1402	430	214	1404	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	43.6	43.7	54.4	40.6	28.7	56.8	44.4	18.4	57.3	40.6	35.2
Incr Delay (d2), s/veh	20.9	23.2	34.4	2.2	16.3	0.8	28.8	3.5	0.2	115.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	22.9	24.8	4.8	24.4	2.9	7.9	12.6	1.0	14.5	8.2	1.1
LnGrp Delay(d),s/veh	78.9	66.9	78.0	56.6	56.9	29.5	85.6	47.9	18.6	172.4	41.2	35.4
LnGrp LOS	E	E	E	E	E	C	F	D	B	F	D	D
Approach Vol, veh/h		1928			1613			1323			1083	
Approach Delay, s/veh		71.9			54.9			51.8			71.3	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	52.8	20.0	40.2	21.8	48.0	19.1	41.0
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	12.5	46.0	15.5	35.5	16.5	* 42	15.5	35.5
Max Q Clear Time (g_c+I1), s	12.8	45.6	17.5	27.8	11.7	43.0	14.6	19.2
Green Ext Time (p_c), s	0.0	0.4	0.0	6.7	3.4	0.0	0.0	13.1

Intersection Summary	
HCM 2010 Ctrl Delay	62.7
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	80	40	250	100	60	50	1670	530	220	1490	90
Future Volume (veh/h)	90	80	40	250	100	60	50	1670	530	220	1490	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.96		0.93	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	84	35	263	105	58	53	1758	558	232	1568	90
Adj No. of Lanes	0	1	0	0	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	201	76	308	100	55	123	2078	642	263	2396	137
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.07	0.40	0.40	0.15	0.48	0.48
Sat Flow, veh/h	603	652	245	815	326	180	1810	5187	1603	1810	5010	287
Grp Volume(v), veh/h	214	0	0	426	0	0	53	1758	558	232	1082	576
Grp Sat Flow(s),veh/h/ln	1500	0	0	1321	0	0	1810	1729	1603	1810	1729	1840
Q Serve(g_s), s	0.0	0.0	0.0	20.5	0.0	0.0	2.9	31.9	33.2	13.0	24.7	24.7
Cycle Q Clear(g_c), s	11.5	0.0	0.0	32.0	0.0	0.0	2.9	31.9	33.2	13.0	24.7	24.7
Prop In Lane	0.44		0.16	0.62		0.14	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	513	0	0	463	0	0	123	2078	642	263	1654	880
V/C Ratio(X)	0.42	0.00	0.00	0.92	0.00	0.00	0.43	0.85	0.87	0.88	0.65	0.65
Avail Cap(c_a), veh/h	513	0	0	463	0	0	436	2249	695	436	1654	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	37.2	0.0	0.0	46.4	28.2	28.6	43.5	20.6	20.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	23.8	0.0	0.0	2.4	3.2	11.3	6.3	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	15.1	0.0	0.0	1.5	15.7	16.6	7.0	12.0	13.0
LnGrp Delay(d),s/veh	29.4	0.0	0.0	60.9	0.0	0.0	48.8	31.4	39.9	49.8	21.6	22.6
LnGrp LOS	C			E			D	C	D	D	C	C
Approach Vol, veh/h		214			426			2369			1890	
Approach Delay, s/veh		29.4			60.9			33.8			25.4	
Approach LOS		C			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.6	47.6		36.6	11.5	55.6		36.6
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	15.0	35.2		13.5	4.9	26.7		34.0
Green Ext Time (p_c), s	0.1	6.4		5.6	0.1	18.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	100	10	420	10	350	70	480	640	10
Future Volume (veh/h)	10	10	10	100	10	420	10	350	70	480	640	10
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1900	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	11	11	2	109	11	292	11	380	11	522	696	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	1	1	1	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	172	158	25	151	26	307	11	385	328	625	645	9
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.21	0.21	0.21	0.35	0.35	0.35
Sat Flow, veh/h	407	568	89	361	94	1107	53	1826	1553	1792	1849	27
Grp Volume(v), veh/h	24	0	0	412	0	0	391	0	11	522	0	706
Grp Sat Flow(s),veh/h/ln	1064	0	0	1562	0	0	1879	0	1553	1792	0	1876
Q Serve(g_s), s	0.0	0.0	0.0	20.3	0.0	0.0	18.7	0.0	0.5	24.1	0.0	31.4
Cycle Q Clear(g_c), s	0.9	0.0	0.0	23.3	0.0	0.0	18.7	0.0	0.5	24.1	0.0	31.4
Prop In Lane	0.46		0.08	0.26		0.71	0.03		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	354	0	0	484	0	0	397	0	328	625	0	654
V/C Ratio(X)	0.07	0.00	0.00	0.85	0.00	0.00	0.99	0.00	0.03	0.84	0.00	1.08
Avail Cap(c_a), veh/h	354	0	0	484	0	0	397	0	328	625	0	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	31.8	0.0	0.0	35.4	0.0	28.2	26.9	0.0	29.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	12.9	0.0	0.0	41.4	0.0	0.1	9.9	0.0	58.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	11.7	0.0	0.0	14.2	0.0	0.2	13.6	0.0	26.8
LnGrp Delay(d),s/veh	23.8	0.0	0.0	44.6	0.0	0.0	76.7	0.0	28.3	36.8	0.0	87.7
LnGrp LOS	C			D			E		C	D		F
Approach Vol, veh/h		24			412			402			1228	
Approach Delay, s/veh		23.8			44.6			75.4			66.1	
Approach LOS		C			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.4		29.6		24.0		29.6
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6
Max Green Setting (Gmax), s		31.4		25.0		19.0		25.0
Max Q Clear Time (g_c+I1), s		33.4		25.3		20.7		2.9
Green Ext Time (p_c), s		0.0		0.0		0.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	63.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	700	300	230	340	170	220	580	270	210	480	110
Future Volume (veh/h)	190	700	300	230	340	170	220	580	270	210	480	110
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	209	769	0	253	374	0	242	637	0	231	527	0
Adj No. of Lanes	1	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	1114	0	244	1121	502	244	872	0	208	800	0
Arrive On Green	0.13	0.31	0.00	0.14	0.31	0.00	0.14	0.24	0.00	0.12	0.22	0.00
Sat Flow, veh/h	1810	3705	0	1810	3610	1615	1810	3705	0	1810	3705	0
Grp Volume(v), veh/h	209	769	0	253	374	0	242	637	0	231	527	0
Grp Sat Flow(s),veh/h/ln	1810	1805	0	1810	1805	1615	1810	1805	0	1810	1805	0
Q Serve(g_s), s	11.3	18.7	0.0	13.5	8.0	0.0	13.4	16.3	0.0	11.5	13.3	0.0
Cycle Q Clear(g_c), s	11.3	18.7	0.0	13.5	8.0	0.0	13.4	16.3	0.0	11.5	13.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	240	1114	0	244	1121	502	244	872	0	208	800	0
V/C Ratio(X)	0.87	0.69	0.00	1.04	0.33	0.00	0.99	0.73	0.00	1.11	0.66	0.00
Avail Cap(c_a), veh/h	244	1114	0	244	1121	502	244	993	0	208	921	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.5	30.4	0.0	43.3	26.5	0.0	43.2	34.9	0.0	44.3	35.5	0.0
Incr Delay (d2), s/veh	25.5	3.5	0.0	67.2	0.8	0.0	54.8	2.8	0.0	95.0	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	9.8	0.0	11.3	4.1	0.0	10.4	8.4	0.0	11.2	6.9	0.0
LnGrp Delay(d),s/veh	68.0	33.9	0.0	110.4	27.3	0.0	97.9	37.7	0.0	139.3	37.2	0.0
LnGrp LOS	E	C		F	C		F	D		F	D	
Approach Vol, veh/h		978			627			879			758	
Approach Delay, s/veh		41.2			60.9			54.3			68.3	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	27.7	17.8	36.6	16.0	29.7	18.0	36.3
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	13.5	25.5	13.5	27.5	11.5	27.5	13.5	27.5
Max Q Clear Time (g_c+I1), s	15.4	15.3	13.3	10.0	13.5	18.3	15.5	20.7
Green Ext Time (p_c), s	0.0	6.3	0.0	9.2	0.0	5.9	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	960	30	40	570	20	20	10	20	20	20	130
Future Volume (veh/h)	110	960	30	40	570	20	20	10	20	20	20	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	1055	32	44	626	20	22	11	1	22	22	7
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	2528	77	115	2406	77	125	53	4	111	94	142
Arrive On Green	0.10	0.71	0.71	0.13	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3574	108	1810	3568	114	749	599	41	650	1061	1610
Grp Volume(v), veh/h	121	533	554	44	317	329	34	0	0	44	0	7
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	1805	1876	1389	0	0	1711	0	1610
Q Serve(g_s), s	6.5	12.3	12.3	2.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	6.5	12.3	12.3	2.2	0.0	0.0	2.9	0.0	0.0	2.2	0.0	0.4
Prop In Lane	1.00		0.06	1.00		0.06	0.65		0.03	0.50		1.00
Lane Grp Cap(c), veh/h	175	1277	1328	115	1217	1265	182	0	0	205	0	142
V/C Ratio(X)	0.69	0.42	0.42	0.38	0.26	0.26	0.19	0.00	0.00	0.21	0.00	0.05
Avail Cap(c_a), veh/h	208	1277	1328	190	1217	1265	544	0	0	588	0	522
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	6.1	6.1	41.9	0.0	0.0	42.7	0.0	0.0	42.6	0.0	41.8
Incr Delay (d2), s/veh	5.1	1.0	1.0	0.7	0.5	0.5	0.2	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.4	6.7	1.1	0.2	0.2	0.9	0.0	0.0	1.1	0.0	0.2
LnGrp Delay(d),s/veh	48.9	7.1	7.0	42.6	0.5	0.5	42.9	0.0	0.0	42.8	0.0	41.8
LnGrp LOS	D	A	A	D	A	A	D			D		D
Approach Vol, veh/h		1208			690			34			51	
Approach Delay, s/veh		11.3			3.2			42.9			42.6	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	75.7		13.4	14.2	72.4		13.4
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	43.0		32.4	11.5	42.0		32.4
Max Q Clear Time (g_c+I1), s	4.2	14.3		4.2	8.5	2.0		4.9
Green Ext Time (p_c), s	0.0	18.2		0.3	0.0	22.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	930	70	70	560	10	60	10	70	10	10	10
Future Volume (veh/h)	10	930	70	70	560	10	60	10	70	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1069	75	80	644	10	69	11	31	11	11	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	1926	135	145	2248	35	143	23	64	34	34	0
Arrive On Green	0.03	0.56	0.56	0.16	1.00	1.00	0.13	0.13	0.13	0.04	0.04	0.00
Sat Flow, veh/h	1810	3416	240	1810	3638	56	1082	173	486	927	927	0
Grp Volume(v), veh/h	11	565	579	80	319	335	111	0	0	22	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1851	1810	1805	1890	1741	0	0	1854	0	0
Q Serve(g_s), s	0.6	19.8	19.9	4.1	0.0	0.0	5.9	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.6	19.8	19.9	4.1	0.0	0.0	5.9	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.62		0.28	0.50		0.00
Lane Grp Cap(c), veh/h	48	1018	1044	145	1115	1168	230	0	0	68	0	0
V/C Ratio(X)	0.23	0.55	0.56	0.55	0.29	0.29	0.48	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	208	1018	1044	190	1115	1168	529	0	0	174	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.7	13.8	13.8	40.3	0.0	0.0	40.2	0.0	0.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	2.0	1.9	1.2	0.6	0.6	0.6	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(50%),veh/ln	0.3	10.4	10.7	2.0	0.2	0.2	2.9	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	48.5	15.8	15.8	41.5	0.6	0.6	40.8	0.0	0.0	48.0	0.0	0.0
LnGrp LOS	D	B	B	D	A	A	D			D		
Approach Vol, veh/h		1155			734			111			22	
Approach Delay, s/veh		16.1			5.1			40.8			48.0	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.5	61.4		8.3	7.1	66.8		17.8
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	31.0		9.4	11.5	30.0		30.4
Max Q Clear Time (g_c+I1), s	6.1	21.9		3.2	2.6	2.0		7.9
Green Ext Time (p_c), s	0.0	7.6		0.0	0.0	18.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	830	20	10	450	100	10	10	20	130	10	200
Future Volume (veh/h)	160	830	20	10	450	100	10	10	20	130	10	200
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	892	21	11	484	0	11	11	2	140	11	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	969	2572	61	38	703	0	127	114	17	251	236	0
Arrive On Green	1.00	1.00	1.00	0.02	0.19	0.00	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1810	3603	85	1810	3705	0	603	922	139	1407	1900	0
Grp Volume(v), veh/h	172	447	466	11	484	0	24	0	0	140	11	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1883	1810	1805	0	1664	0	0	1407	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	12.5	0.0	0.0	0.0	0.0	8.2	0.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	12.5	0.0	1.1	0.0	0.0	9.3	0.5	0.0
Prop In Lane	1.00		0.05	1.00		0.00	0.46		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	969	1289	1344	38	703	0	259	0	0	251	236	0
V/C Ratio(X)	0.18	0.35	0.35	0.29	0.69	0.00	0.09	0.00	0.00	0.56	0.05	0.00
Avail Cap(c_a), veh/h	969	1289	1344	172	1625	0	485	0	0	448	502	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	48.2	37.4	0.0	38.9	0.0	0.0	42.3	38.6	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.5	1.5	5.4	0.0	0.1	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	0.3	6.7	0.0	0.6	0.0	0.0	3.8	0.3	0.0
LnGrp Delay(d),s/veh	0.1	0.6	0.5	49.7	42.9	0.0	38.9	0.0	0.0	43.1	38.6	0.0
LnGrp LOS	A	A	A	D	D		D			D	D	
Approach Vol, veh/h		1085			495			24			151	
Approach Delay, s/veh		0.5			43.0			38.9			42.7	
Approach LOS		A			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	58.5	24.5		17.0	6.6	76.4		17.0
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	14.5	* 45		26.4	9.5	50.0		26.4
Max Q Clear Time (g_c+I1), s	2.0	14.5		11.3	2.6	2.0		3.1
Green Ext Time (p_c), s	6.3	4.7		0.2	0.0	11.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	30	500	20	50	10	360	1170	20	10	810	100
Future Volume (veh/h)	330	30	500	20	50	10	360	1170	20	10	810	100
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	378	0	153	22	54	6	387	1258	21	11	871	100
Adj No. of Lanes	2	0	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	559	0	254	90	201	20	411	2519	42	37	1581	182
Arrive On Green	0.16	0.00	0.16	0.16	0.16	0.16	0.23	0.70	0.70	0.02	0.49	0.49
Sat Flow, veh/h	2633	0	1569	319	1242	123	1792	3595	60	1792	3215	369
Grp Volume(v), veh/h	378	0	153	82	0	0	387	625	654	11	484	487
Grp Sat Flow(s),veh/h/ln	1317	0	1569	1685	0	0	1792	1787	1868	1792	1787	1797
Q Serve(g_s), s	11.5	0.0	10.9	0.0	0.0	0.0	25.5	19.3	19.3	0.7	22.7	22.7
Cycle Q Clear(g_c), s	16.2	0.0	10.9	4.7	0.0	0.0	25.5	19.3	19.3	0.7	22.7	22.7
Prop In Lane	1.00		1.00	0.27		0.07	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	559	0	254	311	0	0	411	1253	1309	37	879	884
V/C Ratio(X)	0.68	0.00	0.60	0.26	0.00	0.00	0.94	0.50	0.50	0.30	0.55	0.55
Avail Cap(c_a), veh/h	857	0	432	494	0	0	463	1253	1309	239	879	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	0.0	46.7	44.1	0.0	0.0	45.4	8.3	8.3	57.9	21.3	21.3
Incr Delay (d2), s/veh	0.5	0.0	0.9	0.2	0.0	0.0	25.0	1.4	1.4	1.7	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	4.8	2.4	0.0	0.0	15.4	9.9	10.3	0.4	11.8	11.8
LnGrp Delay(d),s/veh	49.3	0.0	47.5	44.2	0.0	0.0	70.4	9.7	9.6	59.6	23.7	23.7
LnGrp LOS	D		D	D			E	A	A	E	C	C
Approach Vol, veh/h		531			82			1666			982	
Approach Delay, s/veh		48.8			44.2			23.8			24.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.6	64.0		24.4	6.5	89.1		24.4
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	31.0	42.0		33.0	16.0	57.0		33.0
Max Q Clear Time (g_c+I1), s	27.5	24.7		6.7	2.7	21.3		18.2
Green Ext Time (p_c), s	0.1	15.1		1.4	0.0	27.8		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	420	120	100	480	510	170	1540	40	430	1200	130
Future Volume (veh/h)	110	420	120	100	480	510	170	1540	40	430	1200	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	429	96	102	490	311	173	1571	39	439	1224	123
Adj No. of Lanes	1	2	0	1	2	1	2	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	821	182	151	1010	443	319	1883	47	382	1818	183
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.09	0.36	0.36	0.11	0.38	0.38
Sat Flow, veh/h	1810	2925	649	1810	3610	1584	3510	5203	129	3510	4789	481
Grp Volume(v), veh/h	112	263	262	102	490	311	173	1044	566	439	884	463
Grp Sat Flow(s),veh/h/ln	1810	1805	1769	1810	1805	1584	1755	1729	1874	1755	1729	1812
Q Serve(g_s), s	6.9	14.1	14.4	6.3	13.0	20.2	5.4	31.7	31.7	12.5	24.5	24.5
Cycle Q Clear(g_c), s	6.9	14.1	14.4	6.3	13.0	20.2	5.4	31.7	31.7	12.5	24.5	24.5
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.07	1.00		0.27
Lane Grp Cap(c), veh/h	153	507	496	151	1010	443	319	1251	678	382	1313	688
V/C Ratio(X)	0.73	0.52	0.53	0.67	0.49	0.70	0.54	0.83	0.83	1.15	0.67	0.67
Avail Cap(c_a), veh/h	165	612	600	165	1224	537	382	1251	678	382	1313	688
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	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	34.8	34.9	51.2	34.5	37.1	50.0	33.5	33.6	51.3	29.7	29.7
Incr Delay (d2), s/veh	11.9	1.2	1.2	7.0	0.5	3.9	0.3	4.4	7.7	93.8	2.8	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.2	7.2	3.4	6.5	9.3	2.6	15.8	17.8	11.0	12.2	13.2
LnGrp Delay(d),s/veh	63.3	36.0	36.2	58.1	35.0	41.0	50.3	37.9	41.3	145.0	32.5	34.9
LnGrp LOS	E	D	D	E	D	D	D	D	D	F	C	C
Approach Vol, veh/h		637			903			1783			1786	
Approach Delay, s/veh		40.9			39.7			40.2			60.8	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	37.3	15.0	48.6	14.2	37.2	17.0	46.6
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	39.0	12.5	34.0	10.5	39.0	12.5	34.0
Max Q Clear Time (g_c+I1), s	8.3	16.4	7.4	26.5	8.9	22.2	14.5	33.7
Green Ext Time (p_c), s	0.0	11.1	0.1	7.3	0.0	9.3	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	47.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	30	120	10	160	40	1520	160	180	1220	20
Future Volume (veh/h)	20	10	30	120	10	160	40	1520	160	180	1220	20
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	21	10	4	125	10	0	42	1583	0	188	1271	20
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	327	253	101	323	375	0	124	2015	0	215	2212	35
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.00	0.07	0.56	0.00	0.12	0.61	0.61
Sat Flow, veh/h	1367	1265	506	1363	1881	0	1792	3668	0	1792	3599	57
Grp Volume(v), veh/h	21	0	14	125	10	0	42	1583	0	188	631	660
Grp Sat Flow(s),veh/h/ln	1367	0	1772	1363	1881	0	1792	1787	0	1792	1787	1869
Q Serve(g_s), s	1.5	0.0	0.8	9.8	0.5	0.0	2.7	41.6	0.0	12.4	25.2	25.3
Cycle Q Clear(g_c), s	2.0	0.0	0.8	10.5	0.5	0.0	2.7	41.6	0.0	12.4	25.2	25.3
Prop In Lane	1.00		0.29	1.00		0.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	327	0	354	323	375	0	124	2015	0	215	1099	1149
V/C Ratio(X)	0.06	0.00	0.04	0.39	0.03	0.00	0.34	0.79	0.00	0.88	0.57	0.57
Avail Cap(c_a), veh/h	442	0	502	437	533	0	179	2015	0	269	1099	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	38.7	43.0	38.6	0.0	53.2	20.5	0.0	51.9	13.8	13.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.6	3.2	0.0	19.5	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	3.7	0.3	0.0	1.4	21.3	0.0	7.3	13.1	13.7
LnGrp Delay(d),s/veh	39.5	0.0	38.8	43.3	38.7	0.0	53.8	23.7	0.0	71.4	16.0	15.9
LnGrp LOS	D		D	D	D		D	C		E	B	B
Approach Vol, veh/h		35			135			1625			1479	
Approach Delay, s/veh		39.2			42.9			24.4			23.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.3	78.8		29.0	18.4	72.7		29.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	18.0	54.0		34.0
Max Q Clear Time (g_c+I1), s	4.7	27.3		12.5	14.4	43.6		4.0
Green Ext Time (p_c), s	0.0	30.5		0.3	0.0	10.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	60	80	40	60	100	120	1650	60	40	1300	90
Future Volume (veh/h)	90	60	80	40	60	100	120	1650	60	40	1300	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		1.00	0.97		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	62	0	42	62	0	125	1719	0	42	1354	0
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	233	0	169	275	0	150	2486	0	98	2383	0
Arrive On Green	0.14	0.14	0.00	0.14	0.14	0.00	0.08	0.69	0.00	0.05	0.66	0.00
Sat Flow, veh/h	1067	1729	0	843	2023	0	1810	3705	0	1810	3705	0
Grp Volume(v), veh/h	94	62	0	54	50	0	125	1719	0	42	1354	0
Grp Sat Flow(s),veh/h/ln	1067	1643	0	1136	1643	0	1810	1805	0	1810	1805	0
Q Serve(g_s), s	8.8	4.4	0.0	3.8	3.5	0.0	8.8	36.8	0.0	2.9	26.5	0.0
Cycle Q Clear(g_c), s	12.4	4.4	0.0	8.2	3.5	0.0	8.8	36.8	0.0	2.9	26.5	0.0
Prop In Lane	1.00		0.00	0.78		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	207	233	0	211	233	0	150	2486	0	98	2383	0
V/C Ratio(X)	0.45	0.27	0.00	0.26	0.22	0.00	0.84	0.69	0.00	0.43	0.57	0.00
Avail Cap(c_a), veh/h	304	354	0	315	354	0	216	2486	0	146	2383	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	54.8	49.7	0.0	52.5	49.4	0.0	58.8	12.0	0.0	59.5	12.0	0.0
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.2	0.2	0.0	11.9	1.6	0.0	0.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.0	0.0	1.8	1.6	0.0	4.9	18.7	0.0	1.5	13.4	0.0
LnGrp Delay(d),s/veh	55.4	50.0	0.0	52.7	49.5	0.0	70.6	13.6	0.0	60.3	12.7	0.0
LnGrp LOS	E	D		D	D		E	B		E	B	
Approach Vol, veh/h		156			104			1844			1396	
Approach Delay, s/veh		53.3			51.2			17.5			14.1	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	95.0		23.4	15.3	91.3		23.4
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	4.9	38.8		14.4	10.8	28.5		10.2
Green Ext Time (p_c), s	0.0	35.8		0.8	0.0	40.5		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	20	20	230	20	220	30	330	150	130	230	20
Future Volume (veh/h)	60	20	20	230	20	220	30	330	150	130	230	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.85		0.81	0.85		0.81	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	66	22	11	253	22	44	33	363	150	143	253	20
Adj No. of Lanes	0	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	371	119	52	534	682	471	116	413	171	236	683	54
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.06	0.33	0.33	0.13	0.40	0.40
Sat Flow, veh/h	817	327	143	1180	1881	1301	1792	1250	517	1792	1719	136
Grp Volume(v), veh/h	99	0	0	253	22	44	33	0	513	143	0	273
Grp Sat Flow(s),veh/h/ln	1288	0	0	1180	1881	1301	1792	0	1767	1792	0	1855
Q Serve(g_s), s	2.9	0.0	0.0	8.6	0.6	1.8	1.4	0.0	22.0	6.0	0.0	8.3
Cycle Q Clear(g_c), s	3.9	0.0	0.0	12.5	0.6	1.8	1.4	0.0	22.0	6.0	0.0	8.3
Prop In Lane	0.67		0.11	1.00		1.00	1.00		0.29	1.00		0.07
Lane Grp Cap(c), veh/h	541	0	0	534	682	471	116	0	584	236	0	737
V/C Ratio(X)	0.18	0.00	0.00	0.47	0.03	0.09	0.28	0.00	0.88	0.61	0.00	0.37
Avail Cap(c_a), veh/h	556	0	0	548	704	487	558	0	661	558	0	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	0.0	20.0	16.5	16.9	35.7	0.0	25.3	32.9	0.0	17.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.5	0.0	12.5	0.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	4.5	0.3	0.6	0.7	0.0	12.7	3.0	0.0	4.3
LnGrp Delay(d),s/veh	17.5	0.0	0.0	20.3	16.5	16.9	36.2	0.0	37.9	33.8	0.0	17.5
LnGrp LOS	B			C	B	B	D		D	C		B
Approach Vol, veh/h		99			319			546			416	
Approach Delay, s/veh		17.5			19.5			37.8			23.1	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.7	9.7	36.8		33.7	15.0	31.5
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		5.9	3.4	10.3		14.5	8.0	24.0
Green Ext Time (p_c), s		1.2	0.0	7.0		1.1	0.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	360	260	300	510	210	230	1090	240	220	900	140
Future Volume (veh/h)	110	360	260	300	510	210	230	1090	240	220	900	140
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	113	371	0	309	526	0	237	1124	0	227	928	0
Adj No. of Lanes	1	2	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	149	747	0	324	1095	490	262	1366	425	341	1615	503
Arrive On Green	0.08	0.21	0.00	0.18	0.31	0.00	0.15	0.27	0.00	0.19	0.31	0.00
Sat Flow, veh/h	1792	3668	0	1792	3574	1599	1792	5136	1599	1792	5136	1599
Grp Volume(v), veh/h	113	371	0	309	526	0	237	1124	0	227	928	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	1599	1792	1712	1599	1792	1712	1599
Q Serve(g_s), s	8.0	11.9	0.0	22.2	15.6	0.0	16.9	26.7	0.0	15.3	19.7	0.0
Cycle Q Clear(g_c), s	8.0	11.9	0.0	22.2	15.6	0.0	16.9	26.7	0.0	15.3	19.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	747	0	324	1095	490	262	1366	425	341	1615	503
V/C Ratio(X)	0.76	0.50	0.00	0.95	0.48	0.00	0.91	0.82	0.00	0.67	0.57	0.00
Avail Cap(c_a), veh/h	186	949	0	324	1223	547	338	1501	467	341	1615	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.3	45.4	0.0	52.7	36.7	0.0	54.6	44.8	0.0	48.8	37.3	0.0
Incr Delay (d2), s/veh	9.7	0.2	0.0	37.5	0.1	0.0	20.3	5.7	0.0	3.9	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.9	0.0	14.4	7.7	0.0	9.8	13.3	0.0	7.9	9.5	0.0
LnGrp Delay(d),s/veh	68.0	45.6	0.0	90.3	36.8	0.0	74.9	50.5	0.0	52.7	38.8	0.0
LnGrp LOS	E	D		F	D		E	D		D	D	
Approach Vol, veh/h		484			835			1361			1155	
Approach Delay, s/veh		50.8			56.6			54.8			41.5	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	45.9	15.3	45.3	29.8	39.6	28.0	32.7
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	5.0	* 5	4.5	5.5
Max Green Setting (Gmax), s	24.5	28.0	13.5	44.5	14.5	* 38	23.5	34.5
Max Q Clear Time (g_c+I1), s	18.9	21.7	10.0	17.6	17.3	28.7	24.2	13.9
Green Ext Time (p_c), s	0.1	3.8	0.0	4.4	0.0	5.9	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	50.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	660	90	250	780	100	160	150	290	130	130	40
Future Volume (veh/h)	100	660	90	250	780	100	160	150	290	130	130	40
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	106	702	0	266	830	0	170	160	0	138	138	0
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	139	1168	0	298	1486	665	284	299	0	255	285	0
Arrive On Green	0.08	0.33	0.00	0.17	0.42	0.00	0.16	0.16	0.00	0.15	0.15	0.00
Sat Flow, veh/h	1792	3668	0	1792	3574	1599	1792	1881	0	1693	1985	0
Grp Volume(v), veh/h	106	702	0	266	830	0	170	160	0	146	130	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	1599	1792	1881	0	1797	1787	0
Q Serve(g_s), s	5.6	16.0	0.0	14.1	17.2	0.0	8.6	7.6	0.0	7.3	6.5	0.0
Cycle Q Clear(g_c), s	5.6	16.0	0.0	14.1	17.2	0.0	8.6	7.6	0.0	7.3	6.5	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	0.94		0.00
Lane Grp Cap(c), veh/h	139	1168	0	298	1486	665	284	299	0	271	270	0
V/C Ratio(X)	0.76	0.60	0.00	0.89	0.56	0.00	0.60	0.54	0.00	0.54	0.48	0.00
Avail Cap(c_a), veh/h	368	1469	0	368	1486	665	552	580	0	554	551	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.0	27.4	0.0	39.7	21.6	0.0	38.1	37.7	0.0	38.2	37.8	0.0
Incr Delay (d2), s/veh	3.2	0.7	0.0	17.9	0.6	0.0	0.8	0.6	0.0	0.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.0	0.0	8.5	8.5	0.0	4.3	4.0	0.0	3.7	3.2	0.0
LnGrp Delay(d),s/veh	47.3	28.2	0.0	57.7	22.2	0.0	38.8	38.2	0.0	38.8	38.3	0.0
LnGrp LOS	D	C		E	C		D	D		D	D	
Approach Vol, veh/h		808			1096			330			276	
Approach Delay, s/veh		30.7			30.8			38.5			38.6	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	46.0		20.0	20.7	37.3		19.3
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	7.6	19.2		10.6	16.1	18.0		9.3
Green Ext Time (p_c), s	0.0	13.8		0.7	0.1	13.8		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	640	150	240	710	180	160	1200	200	250	1260	290
Future Volume (veh/h)	280	640	150	240	710	180	160	1200	200	250	1260	290
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.94	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	295	674	142	253	747	46	168	1263	136	263	1326	281
Adj No. of Lanes	2	2	0	2	2	1	2	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	348	759	160	306	899	377	293	1498	447	678	1727	366
Arrive On Green	0.10	0.26	0.26	0.09	0.25	0.25	0.06	0.20	0.20	0.20	0.41	0.41
Sat Flow, veh/h	3476	2878	605	3476	3574	1500	3476	5136	1532	3476	4211	892
Grp Volume(v), veh/h	295	418	398	253	747	46	168	1263	136	263	1078	529
Grp Sat Flow(s),veh/h/ln	1738	1787	1696	1738	1787	1500	1738	1712	1532	1738	1712	1679
Q Serve(g_s), s	10.9	29.2	29.3	9.3	25.7	1.9	6.1	30.8	7.6	8.6	35.2	35.3
Cycle Q Clear(g_c), s	10.9	29.2	29.3	9.3	25.7	1.9	6.1	30.8	7.6	8.6	35.2	35.3
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	348	471	447	306	899	377	293	1498	447	678	1404	689
V/C Ratio(X)	0.85	0.89	0.89	0.83	0.83	0.12	0.57	0.84	0.30	0.39	0.77	0.77
Avail Cap(c_a), veh/h	602	474	450	548	899	377	735	1560	465	678	1404	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.49	0.49	0.84	0.84	0.84	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	46.0	46.1	58.3	46.0	14.7	59.0	49.4	24.1	45.6	33.0	33.0
Incr Delay (d2), s/veh	1.1	10.3	11.0	1.9	5.9	0.2	0.6	5.1	1.5	0.1	4.1	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	15.8	15.1	4.5	13.4	0.8	3.0	15.3	3.4	4.1	17.4	17.9
LnGrp Delay(d),s/veh	58.6	56.3	57.1	60.2	51.9	14.9	59.6	54.5	25.6	45.7	37.1	41.1
LnGrp LOS	E	E	E	E	D	B	E	D	C	D	D	D
Approach Vol, veh/h		1111			1046			1567			1870	
Approach Delay, s/veh		57.2			52.3			52.5			39.4	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	39.8	15.5	58.8	17.5	38.2	30.9	43.4
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	20.5	34.5	27.5	27.5	22.5	32.5	15.5	* 40
Max Q Clear Time (g_c+I1), s	11.3	31.3	8.1	37.3	12.9	27.7	10.6	32.8
Green Ext Time (p_c), s	0.1	2.5	0.1	0.0	0.2	4.0	0.6	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.0
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	850	120	180	620	70	140	330	210	170	260	160
Future Volume (veh/h)	60	850	120	180	620	70	140	330	210	170	260	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	66	934	0	198	681	0	154	363	0	187	286	0
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	1093	489	228	1287	576	183	449	382	217	484	412
Arrive On Green	0.07	0.31	0.00	0.13	0.37	0.00	0.10	0.24	0.00	0.12	0.26	0.00
Sat Flow, veh/h	1757	3505	1568	1757	3505	1568	1757	1845	1568	1757	1845	1568
Grp Volume(v), veh/h	66	934	0	198	681	0	154	363	0	187	286	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1568	1757	1752	1568	1757	1845	1568	1757	1845	1568
Q Serve(g_s), s	3.7	25.5	0.0	11.3	15.6	0.0	8.8	18.9	0.0	10.7	13.8	0.0
Cycle Q Clear(g_c), s	3.7	25.5	0.0	11.3	15.6	0.0	8.8	18.9	0.0	10.7	13.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	1093	489	228	1287	576	183	449	382	217	484	412
V/C Ratio(X)	0.50	0.85	0.00	0.87	0.53	0.00	0.84	0.81	0.00	0.86	0.59	0.00
Avail Cap(c_a), veh/h	181	1093	489	267	1287	576	198	452	384	233	488	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	45.4	32.9	0.0	43.5	25.3	0.0	44.8	36.3	0.0	43.8	32.8	0.0
Incr Delay (d2), s/veh	0.7	5.7	0.0	20.3	1.6	0.0	23.0	10.9	0.0	21.1	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.2	0.0	6.7	7.8	0.0	5.5	10.9	0.0	6.5	7.3	0.0
LnGrp Delay(d),s/veh	46.1	38.6	0.0	63.8	26.9	0.0	67.9	47.2	0.0	64.9	34.7	0.0
LnGrp LOS	D	D		E	C		E	D		E	C	
Approach Vol, veh/h		1000			879			517			473	
Approach Delay, s/veh		39.1			35.2			53.4			46.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	37.3	15.1	31.8	12.1	43.0	17.1	29.8
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	15.5	28.5	11.5	27.0	10.5	33.5	13.5	25.0
Max Q Clear Time (g_c+I1), s	13.3	27.5	10.8	15.8	5.7	17.6	12.7	20.9
Green Ext Time (p_c), s	0.0	0.9	0.0	4.0	0.0	11.7	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	41.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	890	130	10	380	60	60	120	40	60	90	80
Future Volume (veh/h)	120	890	130	10	380	60	60	120	40	60	90	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	128	947	131	11	404	51	64	128	28	64	96	14
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	623	1722	238	52	703	88	368	411	90	322	521	426
Arrive On Green	0.35	0.55	0.55	0.03	0.22	0.22	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1792	3125	432	1792	3162	395	1252	1484	325	1205	1881	1538
Grp Volume(v), veh/h	128	541	537	11	227	228	64	0	156	64	96	14
Grp Sat Flow(s),veh/h/ln	1792	1787	1770	1792	1787	1770	1252	0	1809	1205	1881	1538
Q Serve(g_s), s	5.1	19.9	19.9	0.6	11.5	11.7	4.2	0.0	7.0	4.5	4.0	0.7
Cycle Q Clear(g_c), s	5.1	19.9	19.9	0.6	11.5	11.7	8.2	0.0	7.0	11.5	4.0	0.7
Prop In Lane	1.00		0.24	1.00		0.22	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	623	985	975	52	398	394	368	0	501	322	521	426
V/C Ratio(X)	0.21	0.55	0.55	0.21	0.57	0.58	0.17	0.00	0.31	0.20	0.18	0.03
Avail Cap(c_a), veh/h	623	985	975	220	675	668	469	0	646	418	671	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	14.7	14.7	48.4	35.3	35.4	31.2	0.0	29.2	33.7	28.1	26.9
Incr Delay (d2), s/veh	0.1	2.2	2.2	0.7	5.8	6.1	0.1	0.0	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	10.4	10.3	0.3	6.3	6.4	1.4	0.0	3.5	1.5	2.1	0.3
LnGrp Delay(d),s/veh	23.4	16.9	17.0	49.1	41.1	41.5	31.3	0.0	29.3	33.8	28.2	26.9
LnGrp LOS	C	B	B	D	D	D	C		C	C	C	C
Approach Vol, veh/h		1206			466			220			174	
Approach Delay, s/veh		17.6			41.5			29.9			30.2	
Approach LOS		B			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	61.7		32.8	41.0	28.2		32.8
Change Period (Y+Rc), s	4.5	5.5		4.6	5.5	* 5.5		4.6
Max Green Setting (Gmax), s	12.5	38.5		36.4	12.5	* 39		36.4
Max Q Clear Time (g_c+I1), s	2.6	21.9		13.5	7.1	13.7		10.2
Green Ext Time (p_c), s	0.0	8.5		1.2	3.6	3.8		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	850	230	340	800	260	220	920	560	220	1150	330
Future Volume (veh/h)	260	850	230	340	800	260	220	920	560	220	1150	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	271	885	0	354	833	0	229	958	388	229	1198	182
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	454	1387	432	428	1348	420	294	1889	570	282	1872	571
Arrive On Green	0.13	0.27	0.00	0.12	0.26	0.00	0.08	0.37	0.37	0.03	0.12	0.12
Sat Flow, veh/h	3476	5136	1599	3476	5136	1599	3476	5136	1549	3476	5136	1567
Grp Volume(v), veh/h	271	885	0	354	833	0	229	958	388	229	1198	182
Grp Sat Flow(s),veh/h/ln	1738	1712	1599	1738	1712	1599	1738	1712	1549	1738	1712	1567
Q Serve(g_s), s	9.6	19.8	0.0	12.9	18.6	0.0	8.4	18.8	27.5	8.5	28.9	13.8
Cycle Q Clear(g_c), s	9.6	19.8	0.0	12.9	18.6	0.0	8.4	18.8	27.5	8.5	28.9	13.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	1387	432	428	1348	420	294	1889	570	282	1872	571
V/C Ratio(X)	0.60	0.64	0.00	0.83	0.62	0.00	0.78	0.51	0.68	0.81	0.64	0.32
Avail Cap(c_a), veh/h	495	1501	467	468	1462	455	334	1889	570	334	1872	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.38	0.38	0.38
Uniform Delay (d), s/veh	53.3	41.8	0.0	55.7	42.2	0.0	58.3	31.9	34.7	62.3	49.1	42.4
Incr Delay (d2), s/veh	1.0	1.0	0.0	9.9	0.7	0.0	8.4	1.0	6.5	4.2	0.7	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(50%),veh/ln	4.7	9.5	0.0	6.8	8.9	0.0	4.4	9.0	12.8	4.3	13.8	6.1
LnGrp Delay(d),s/veh	54.2	42.8	0.0	65.5	42.9	0.0	66.7	32.9	41.1	66.5	49.7	43.0
LnGrp LOS	D	D		E	D		E	C	D	E	D	D
Approach Vol, veh/h		1156			1187			1575			1609	
Approach Delay, s/veh		45.5			49.7			39.8			51.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	41.1	15.5	52.9	21.5	40.1	15.1	53.3
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	17.5	38.0	12.5	41.5	18.5	37.0	12.5	41.5
Max Q Clear Time (g_c+I1), s	14.9	21.8	10.4	30.9	11.6	20.6	10.5	29.5
Green Ext Time (p_c), s	0.1	11.1	0.0	10.0	0.3	11.2	0.0	11.2

Intersection Summary	
HCM 2010 Ctrl Delay	46.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1140	140	160	1120	330	100	310	130	390	610	150
Future Volume (veh/h)	140	1140	140	160	1120	330	100	310	130	390	610	150
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	146	1188	138	167	1167	216	104	323	90	406	635	34
Adj No. of Lanes	2	2	0	1	2	1	2	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	316	1034	120	172	1164	514	597	899	246	157	816	359
Arrive On Green	0.09	0.32	0.32	0.10	0.33	0.33	0.17	0.32	0.32	0.09	0.23	0.23
Sat Flow, veh/h	3476	3223	373	1792	3574	1579	3476	2765	758	1792	3574	1575
Grp Volume(v), veh/h	146	657	669	167	1167	216	104	207	206	406	635	34
Grp Sat Flow(s),veh/h/ln	1738	1787	1809	1792	1787	1579	1738	1787	1736	1792	1787	1575
Q Serve(g_s), s	4.8	38.5	38.5	11.2	39.1	12.8	3.1	10.6	10.9	10.5	20.0	1.6
Cycle Q Clear(g_c), s	4.8	38.5	38.5	11.2	39.1	12.8	3.1	10.6	10.9	10.5	20.0	1.6
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	316	573	580	172	1164	514	597	581	564	157	816	359
V/C Ratio(X)	0.46	1.15	1.15	0.97	1.00	0.42	0.17	0.36	0.37	2.59	0.78	0.09
Avail Cap(c_a), veh/h	797	573	580	172	1164	514	597	581	564	157	1162	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	40.8	40.8	54.1	40.5	31.6	42.4	30.9	31.0	54.7	43.5	21.6
Incr Delay (d2), s/veh	0.4	84.9	86.9	60.1	27.0	0.8	0.1	1.7	1.8	733.7	7.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	32.5	33.2	8.4	23.6	5.7	1.5	5.5	5.5	37.1	10.7	0.7
LnGrp Delay(d),s/veh	52.1	125.6	127.7	114.2	67.4	32.4	42.5	32.6	32.8	788.4	50.7	22.1
LnGrp LOS	D	F	F	F	F	C	D	C	C	F	D	C
Approach Vol, veh/h		1472			1550			517			1075	
Approach Delay, s/veh		119.3			67.6			34.7			328.4	
Approach LOS		F			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	33.4	15.4	44.6	15.0	45.0	16.0	44.0
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	* 39	27.5	22.5	10.5	39.0	11.5	38.5
Max Q Clear Time (g_c+I1), s	5.1	22.0	6.8	41.1	12.5	12.9	13.2	40.5
Green Ext Time (p_c), s	1.5	5.4	0.1	0.0	0.0	3.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	141.2
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	500	160	240	490	290	100	440	180	260	930	80
Future Volume (veh/h)	80	500	160	240	490	290	100	440	180	260	930	80
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	82	510	0	245	500	0	102	449	0	265	949	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	155	789	0	196	871	0	162	1236	0	247	1407	0
Arrive On Green	0.09	0.22	0.00	0.11	0.24	0.00	0.03	0.11	0.00	0.14	0.39	0.00
Sat Flow, veh/h	1792	3668	0	1792	3668	0	1792	3668	0	1792	3668	0
Grp Volume(v), veh/h	82	510	0	245	500	0	102	449	0	265	949	0
Grp Sat Flow(s),veh/h/ln	1792	1787	0	1792	1787	0	1792	1787	0	1792	1787	0
Q Serve(g_s), s	4.6	13.6	0.0	11.5	12.9	0.0	5.9	12.2	0.0	14.5	23.0	0.0
Cycle Q Clear(g_c), s	4.6	13.6	0.0	11.5	12.9	0.0	5.9	12.2	0.0	14.5	23.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	155	789	0	196	871	0	162	1236	0	247	1407	0
V/C Ratio(X)	0.53	0.65	0.00	1.25	0.57	0.00	0.63	0.36	0.00	1.07	0.67	0.00
Avail Cap(c_a), veh/h	264	1072	0	196	936	0	230	1236	0	247	1407	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.9	37.2	0.0	46.8	34.9	0.0	49.2	35.8	0.0	45.3	26.3	0.0
Incr Delay (d2), s/veh	1.0	1.3	0.0	146.9	1.0	0.0	1.5	0.8	0.0	77.3	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.9	0.0	13.7	6.5	0.0	3.0	6.2	0.0	12.5	11.8	0.0
LnGrp Delay(d),s/veh	46.9	38.5	0.0	193.7	35.9	0.0	50.7	36.6	0.0	122.6	28.9	0.0
LnGrp LOS	D	D		F	D		D	D		F	C	
Approach Vol, veh/h		592			745			551			1214	
Approach Delay, s/veh		39.6			87.8			39.2			49.3	
Approach LOS		D			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	46.3	16.0	28.7	19.0	41.3	13.6	31.1
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	13.5	29.0	11.5	31.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	7.9	25.0	13.5	15.6	16.5	14.2	6.6	14.9
Green Ext Time (p_c), s	0.0	3.2	0.0	7.6	0.0	9.4	0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	20	30	10	50	10	700	20	40	770	50
Future Volume (veh/h)	40	20	20	30	10	50	10	700	20	40	770	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	21	5	31	10	6	10	722	20	41	794	50
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	90	18	204	63	31	35	2361	65	96	2385	150
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.66	0.66	0.11	1.00	1.00
Sat Flow, veh/h	878	586	118	956	411	200	1810	3585	99	1810	3444	217
Grp Volume(v), veh/h	67	0	0	47	0	0	10	363	379	41	416	428
Grp Sat Flow(s),veh/h/ln	1581	0	0	1567	0	0	1810	1805	1879	1810	1805	1856
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.6	9.0	9.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	2.3	0.0	0.0	0.6	9.0	9.0	2.2	0.0	0.0
Prop In Lane	0.61		0.07	0.66		0.13	1.00		0.05	1.00		0.12
Lane Grp Cap(c), veh/h	299	0	0	298	0	0	35	1189	1237	96	1250	1285
V/C Ratio(X)	0.22	0.00	0.00	0.16	0.00	0.00	0.29	0.31	0.31	0.43	0.33	0.33
Avail Cap(c_a), veh/h	580	0	0	572	0	0	267	1189	1237	267	1250	1285
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	1.00	1.00	0.35	0.35	0.35
Uniform Delay (d), s/veh	39.0	0.0	0.0	38.6	0.0	0.0	50.8	7.7	7.7	45.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	1.7	0.7	0.6	0.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.2	0.0	0.0	0.3	4.7	4.8	1.1	0.1	0.1
LnGrp Delay(d),s/veh	39.2	0.0	0.0	38.7	0.0	0.0	52.4	8.3	8.3	45.8	0.2	0.2
LnGrp LOS	D			D			D	A	A	D	A	A
Approach Vol, veh/h		67			47			752			885	
Approach Delay, s/veh		39.2			38.7			8.9			2.4	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	77.7		20.8	10.1	74.2		20.8
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	2.6	2.0		4.3	4.2	11.0		5.6
Green Ext Time (p_c), s	0.0	19.1		0.4	0.0	16.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	390	120	70	440	270	270	290	130	200	170	160
Future Volume (veh/h)	90	390	120	70	440	270	270	290	130	200	170	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	98	424	112	76	478	58	293	315	30	217	185	16
Adj No. of Lanes	2	2	0	1	2	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	434	822	215	205	1010	450	333	762	335	444	554	247
Arrive On Green	0.12	0.29	0.29	0.11	0.28	0.28	0.19	0.21	0.21	0.13	0.15	0.15
Sat Flow, veh/h	3476	2804	734	1792	3574	1594	1792	3574	1574	3476	3574	1593
Grp Volume(v), veh/h	98	269	267	76	478	58	293	315	30	217	185	16
Grp Sat Flow(s),veh/h/ln	1738	1787	1751	1792	1787	1594	1792	1787	1574	1738	1787	1593
Q Serve(g_s), s	2.0	9.7	9.9	3.0	8.6	2.1	12.3	5.9	1.2	4.5	3.6	0.7
Cycle Q Clear(g_c), s	2.0	9.7	9.9	3.0	8.6	2.1	12.3	5.9	1.2	4.5	3.6	0.7
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	524	513	205	1010	450	333	762	335	444	554	247
V/C Ratio(X)	0.23	0.51	0.52	0.37	0.47	0.13	0.88	0.41	0.09	0.49	0.33	0.06
Avail Cap(c_a), veh/h	1121	1038	1017	578	2076	926	694	2076	914	1346	2076	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	22.8	22.9	31.7	23.0	20.7	30.7	26.3	24.5	31.4	29.2	27.9
Incr Delay (d2), s/veh	0.1	1.1	1.2	0.4	0.5	0.2	3.0	0.5	0.2	0.3	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.9	4.9	1.5	4.3	1.0	6.4	2.9	0.5	2.2	1.8	0.3
LnGrp Delay(d),s/veh	30.6	23.9	24.0	32.2	23.5	20.9	33.7	26.8	24.6	31.7	29.7	28.1
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		634			612			638			418	
Approach Delay, s/veh		25.0			24.3			29.9			30.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	28.2	18.9	17.0	14.2	27.4	14.4	21.5
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	25.0	45.0	30.0	45.0	25.0	45.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	5.0	11.9	14.3	5.6	4.0	10.6	6.5	7.9
Green Ext Time (p_c), s	0.0	10.7	0.1	5.3	0.1	10.8	0.1	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	500	280	270	790	70	490	1780	440	120	640	70
Future Volume (veh/h)	60	500	280	270	790	70	490	1780	440	120	640	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	62	521	40	281	823	17	510	1854	360	125	667	24
Adj No. of Lanes	2	3	1	2	2	1	2	2	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	740	224	484	824	362	559	1622	712	262	1948	605
Arrive On Green	0.05	0.15	0.15	0.14	0.24	0.24	0.16	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3408	5036	1526	3408	3505	1539	3408	3505	1539	3408	5036	1563
Grp Volume(v), veh/h	62	521	40	281	823	17	510	1854	360	125	667	24
Grp Sat Flow(s),veh/h/ln	1704	1679	1526	1704	1752	1539	1704	1752	1539	1704	1679	1563
Q Serve(g_s), s	2.3	13.2	2.2	10.3	31.5	0.9	19.7	62.0	22.0	4.7	12.5	1.3
Cycle Q Clear(g_c), s	2.3	13.2	2.2	10.3	31.5	0.9	19.7	62.0	22.0	4.7	12.5	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	740	224	484	824	362	559	1622	712	262	1948	605
V/C Ratio(X)	0.34	0.70	0.18	0.58	1.00	0.05	0.91	1.14	0.51	0.48	0.34	0.04
Avail Cap(c_a), veh/h	216	1109	336	484	824	362	725	1622	712	267	1948	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	54.4	26.0	53.8	51.2	24.6	55.1	36.0	25.3	59.3	29.0	25.6
Incr Delay (d2), s/veh	1.5	1.8	0.5	2.1	31.1	0.1	11.8	72.4	2.6	0.5	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.2	1.0	5.0	18.8	0.4	10.2	46.3	9.8	2.2	5.9	0.6
LnGrp Delay(d),s/veh	62.6	56.2	26.5	55.9	82.3	24.6	66.9	108.4	27.8	59.8	29.5	25.7
LnGrp LOS	E	E	C	E	F	C	E	F	C	E	C	C
Approach Vol, veh/h		623			1121			2724			816	
Approach Delay, s/veh		54.9			74.8			89.9			34.0	
Approach LOS		D			E			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	68.0	24.5	25.2	26.5	57.8	12.7	37.0
Change Period (Y+Rc), s	6.0	* 6	5.5	5.5	4.5	6.0	5.5	5.5
Max Green Setting (Gmax), s	10.5	* 62	10.5	29.5	28.5	44.0	8.5	31.5
Max Q Clear Time (g_c+I1), s	6.7	64.0	12.3	15.2	21.7	14.5	4.3	33.5
Green Ext Time (p_c), s	0.3	0.0	0.0	3.9	0.3	6.3	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	74.0
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	900	80	60	850	20	160	10	90	50	10	170
Future Volume (veh/h)	80	900	80	60	850	20	160	10	90	50	10	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	947	28	63	895	20	168	11	19	53	11	20
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1593	691	81	1535	34	212	128	221	68	76	138
Arrive On Green	0.06	0.45	0.45	0.05	0.43	0.43	0.12	0.21	0.21	0.04	0.13	0.13
Sat Flow, veh/h	1774	3539	1537	1774	3537	79	1774	604	1044	1774	580	1055
Grp Volume(v), veh/h	84	947	28	63	448	467	168	0	30	53	0	31
Grp Sat Flow(s),veh/h/ln	1774	1770	1537	1774	1770	1846	1774	0	1648	1774	0	1636
Q Serve(g_s), s	3.3	14.2	0.7	2.5	13.6	13.6	6.5	0.0	1.0	2.1	0.0	1.2
Cycle Q Clear(g_c), s	3.3	14.2	0.7	2.5	13.6	13.6	6.5	0.0	1.0	2.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.63	1.00		0.65
Lane Grp Cap(c), veh/h	110	1593	691	81	768	801	212	0	349	68	0	213
V/C Ratio(X)	0.77	0.59	0.04	0.78	0.58	0.58	0.79	0.00	0.09	0.78	0.00	0.15
Avail Cap(c_a), veh/h	401	2250	977	401	1125	1174	401	0	722	401	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	14.6	10.9	33.4	15.2	15.2	30.3	0.0	22.4	33.8	0.0	27.3
Incr Delay (d2), s/veh	10.5	0.4	0.0	14.5	0.7	0.7	6.6	0.0	0.1	17.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.9	0.3	1.5	6.7	7.0	3.6	0.0	0.5	1.3	0.0	0.6
LnGrp Delay(d),s/veh	43.2	15.0	10.9	47.9	15.9	15.9	36.9	0.0	22.5	51.5	0.0	27.6
LnGrp LOS	D	B	B	D	B	B	D		C	D		C
Approach Vol, veh/h		1059			978			198			84	
Approach Delay, s/veh		17.1			17.9			34.7			42.7	
Approach LOS		B			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	20.0	7.2	36.8	12.5	14.2	8.4	35.7
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	16.0	31.0	16.0	45.0	16.0	29.0	16.0	45.0
Max Q Clear Time (g_c+I1), s	4.1	3.0	4.5	16.2	8.5	3.2	5.3	15.6
Green Ext Time (p_c), s	0.1	0.3	0.1	15.0	0.3	0.3	0.1	15.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	450	430	100	320	60	630	1060	280	100	530	210
Future Volume (veh/h)	180	450	430	100	320	60	630	1060	280	100	530	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	184	459	171	102	327	16	643	1082	268	102	541	42
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	619	514	276	507	431	851	953	235	175	677	296
Arrive On Green	0.13	0.33	0.33	0.08	0.27	0.27	0.25	0.34	0.34	0.10	0.19	0.19
Sat Flow, veh/h	1774	1863	1547	3442	1863	1583	3442	2808	691	1774	3539	1546
Grp Volume(v), veh/h	184	459	171	102	327	16	643	679	671	102	541	42
Grp Sat Flow(s),veh/h/ln	1774	1863	1547	1721	1863	1583	1721	1770	1729	1774	1770	1546
Q Serve(g_s), s	13.5	29.3	5.8	3.8	20.8	1.0	23.2	45.5	45.5	7.4	19.6	3.0
Cycle Q Clear(g_c), s	13.5	29.3	5.8	3.8	20.8	1.0	23.2	45.5	45.5	7.4	19.6	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	235	619	514	276	507	431	851	601	587	175	677	296
V/C Ratio(X)	0.78	0.74	0.33	0.37	0.64	0.04	0.76	1.13	1.14	0.58	0.80	0.14
Avail Cap(c_a), veh/h	285	619	514	347	507	431	851	601	587	175	832	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	39.7	9.0	58.4	43.0	35.8	46.7	44.2	44.3	57.7	51.7	45.1
Incr Delay (d2), s/veh	8.8	7.8	1.7	0.3	6.2	0.2	3.5	78.2	83.2	3.2	9.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	16.4	2.7	1.8	11.6	0.5	11.4	35.2	35.3	3.8	10.4	1.4
LnGrp Delay(d),s/veh	65.1	47.5	10.8	58.7	49.2	36.0	50.2	122.4	127.4	61.0	61.3	46.1
LnGrp LOS	E	D	B	E	D	D	D	F	F	E	E	D
Approach Vol, veh/h		814			445			1993			685	
Approach Delay, s/veh		43.8			50.9			100.8			60.3	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	51.0	15.3	50.0	37.6	31.1	23.3	42.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	10.5	45.5	13.5	44.5	24.5	31.5	21.5	* 37
Max Q Clear Time (g_c+I1), s	9.4	47.5	5.8	31.3	25.2	21.6	15.5	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	3.7	0.0	3.3	2.3	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	76.3
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	80	200	80	520	430	360	1440	30	90	730	40
Future Volume (veh/h)	20	80	200	80	520	430	360	1440	30	90	730	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	22	87	33	87	565	367	391	1565	32	98	793	40
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	86	580	209	145	536	348	232	1390	28	207	1340	68
Arrive On Green	0.05	0.23	0.23	0.08	0.26	0.26	0.13	0.39	0.39	0.12	0.39	0.39
Sat Flow, veh/h	1792	2569	927	1792	2073	1346	1792	3582	73	1792	3463	175
Grp Volume(v), veh/h	22	59	61	87	487	445	391	780	817	98	409	424
Grp Sat Flow(s),veh/h/ln	1792	1787	1709	1792	1787	1632	1792	1787	1868	1792	1787	1850
Q Serve(g_s), s	1.4	3.1	3.3	5.4	30.0	30.0	15.0	45.0	45.0	5.9	21.1	21.1
Cycle Q Clear(g_c), s	1.4	3.1	3.3	5.4	30.0	30.0	15.0	45.0	45.0	5.9	21.1	21.1
Prop In Lane	1.00		0.54	1.00		0.82	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	86	404	386	145	462	422	232	694	725	207	692	716
V/C Ratio(X)	0.25	0.15	0.16	0.60	1.05	1.05	1.69	1.12	1.13	0.47	0.59	0.59
Avail Cap(c_a), veh/h	386	462	442	386	462	422	232	694	725	386	694	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	35.9	36.0	51.5	43.0	43.0	50.5	35.5	35.5	48.0	28.3	28.3
Incr Delay (d2), s/veh	0.6	0.2	0.3	1.5	56.6	58.6	327.2	73.7	74.3	0.6	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	1.6	2.7	22.0	20.4	28.5	36.3	38.1	3.0	10.7	11.0
LnGrp Delay(d),s/veh	53.7	36.2	36.3	52.9	99.6	101.5	377.6	109.1	109.7	48.6	29.9	29.8
LnGrp LOS	D	D	D	D	F	F	F	F	F	D	C	C
Approach Vol, veh/h		142			1019			1988			931	
Approach Delay, s/veh		38.9			96.4			162.2			31.8	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	51.0	13.9	31.7	19.5	50.9	10.1	35.5
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	15.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	7.9	47.0	7.4	5.3	17.0	23.1	3.4	32.0
Green Ext Time (p_c), s	6.0	0.0	0.0	10.6	0.0	6.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	111.7
HCM 2010 LOS	F

Notes

Intersection	
Intersection Delay, s/veh	32.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	890	30	40	90	10	20	10	30	50	30	20
Future Vol, veh/h	20	890	30	40	90	10	20	10	30	50	30	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	989	33	44	100	11	22	11	33	56	33	22
Number of Lanes	1	2	0	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	39.4	10.2	10.9	12.1
HCM LOS	E	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	33%	100%	0%	0%	57%	0%	0%	50%
Vol Thru, %	17%	0%	100%	91%	43%	100%	0%	30%
Vol Right, %	50%	0%	0%	9%	0%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	20	593	327	70	60	10	100
LT Vol	20	20	0	0	40	0	0	50
Through Vol	10	0	593	297	30	60	0	30
RT Vol	30	0	0	30	0	0	10	20
Lane Flow Rate	67	22	659	363	78	67	11	111
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.131	0.036	0.987	0.537	0.145	0.119	0.018	0.223
Departure Headway (Hd)	7.059	5.894	5.389	5.324	6.693	6.403	5.692	7.235
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	608	672	679	535	559	628	497
Service Time	4.804	3.62	3.114	3.049	4.438	4.148	3.437	4.979
HCM Lane V/C Ratio	0.132	0.036	0.981	0.535	0.146	0.12	0.018	0.223
HCM Control Delay	10.9	8.8	54.3	14.1	10.6	10	8.5	12.1
HCM Lane LOS	B	A	F	B	B	A	A	B
HCM 95th-tile Q	0.4	0.1	15.2	3.2	0.5	0.4	0.1	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	660	50	40	90	40	60	180	360	50	90	120
Future Volume (veh/h)	170	660	50	40	90	40	60	180	360	50	90	120
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.97		0.98	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	742	0	45	101	10	67	202	349	56	101	86
Adj No. of Lanes	1	1	1	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	714	607	129	1062	104	98	219	347	215	346	294
Arrive On Green	0.13	0.38	0.00	0.07	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	1900	1615	1810	3315	323	128	583	922	865	920	783
Grp Volume(v), veh/h	191	742	0	45	54	57	618	0	0	56	0	187
Grp Sat Flow(s),veh/h/ln	1810	1900	1615	1810	1805	1833	1633	0	0	865	0	1703
Q Serve(g_s), s	8.2	30.0	0.0	1.9	1.7	1.7	22.0	0.0	0.0	0.0	0.0	6.1
Cycle Q Clear(g_c), s	8.2	30.0	0.0	1.9	1.7	1.7	30.0	0.0	0.0	10.1	0.0	6.1
Prop In Lane	1.00		1.00	1.00		0.18	0.11		0.56	1.00		0.46
Lane Grp Cap(c), veh/h	230	714	607	129	578	587	664	0	0	215	0	640
V/C Ratio(X)	0.83	1.04	0.00	0.35	0.09	0.10	0.93	0.00	0.00	0.26	0.00	0.29
Avail Cap(c_a), veh/h	454	714	607	454	792	804	664	0	0	215	0	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	24.9	0.0	35.3	19.0	19.0	24.8	0.0	0.0	18.7	0.0	17.4
Incr Delay (d2), s/veh	3.0	44.1	0.0	0.6	0.1	0.1	19.5	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	24.2	0.0	1.0	0.8	0.9	17.0	0.0	0.0	0.9	0.0	2.9
LnGrp Delay(d),s/veh	37.0	69.0	0.0	35.9	19.1	19.1	44.3	0.0	0.0	18.9	0.0	17.5
LnGrp LOS	D	F		D	B	B	D			B		B
Approach Vol, veh/h		933			156			618			243	
Approach Delay, s/veh		62.4			23.9			44.3			17.9	
Approach LOS		E			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	35.0		34.6	14.6	30.6		34.6
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	20.0	30.0		30.0	20.0	35.0		30.0
Max Q Clear Time (g_c+I1), s	3.9	32.0		32.0	10.2	3.7		12.1
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	9.7		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	48.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1050	350	190	1160	130	250	1270	190	150	1040	270
Future Volume (veh/h)	200	1050	350	190	1160	130	250	1270	190	150	1040	270
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	208	1094	317	198	1208	67	260	1323	182	156	1083	244
Adj No. of Lanes	2	3	0	2	2	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	1185	343	382	1238	543	198	1416	195	181	1256	283
Arrive On Green	0.08	0.30	0.30	0.11	0.35	0.35	0.11	0.31	0.31	0.10	0.30	0.30
Sat Flow, veh/h	3442	3895	1128	3442	3539	1553	1774	4511	621	1774	4129	930
Grp Volume(v), veh/h	208	952	459	198	1208	67	260	994	511	156	889	438
Grp Sat Flow(s),veh/h/ln	1721	1695	1633	1721	1770	1553	1774	1695	1741	1774	1695	1669
Q Serve(g_s), s	7.7	35.3	35.3	7.1	43.8	3.8	14.5	37.0	37.0	11.3	32.2	32.2
Cycle Q Clear(g_c), s	7.7	35.3	35.3	7.1	43.8	3.8	14.5	37.0	37.0	11.3	32.2	32.2
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.36	1.00		0.56
Lane Grp Cap(c), veh/h	265	1031	497	382	1238	543	198	1064	547	181	1031	508
V/C Ratio(X)	0.79	0.92	0.92	0.52	0.98	0.12	1.31	0.93	0.93	0.86	0.86	0.86
Avail Cap(c_a), veh/h	331	1043	503	382	1238	543	198	1064	547	252	1108	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	43.8	43.8	54.5	41.7	28.7	57.8	43.3	43.3	57.5	42.7	42.7
Incr Delay (d2), s/veh	7.4	14.7	25.2	0.6	20.4	0.5	172.5	14.6	23.7	15.0	7.1	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	18.6	19.4	3.4	24.8	1.7	16.6	19.4	21.3	6.3	16.1	16.7
LnGrp Delay(d),s/veh	66.3	58.5	69.0	55.1	62.2	29.2	230.2	57.9	67.0	72.5	49.8	56.0
LnGrp LOS	E	E	E	E	E	C	F	E	E	E	D	E
Approach Vol, veh/h		1619			1473			1765			1483	
Approach Delay, s/veh		62.5			59.7			85.9			54.0	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	51.5	17.7	46.3	20.4	45.5	19.0	45.0
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	12.5	40.0	18.5	38.5	12.5	* 40	14.5	42.5
Max Q Clear Time (g_c+I1), s	9.7	45.8	13.3	39.0	9.1	37.3	16.5	34.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.3	2.2	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	66.4
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	100	90	400	90	40	40	1340	220	90	1890	250
Future Volume (veh/h)	170	100	90	400	90	40	40	1340	220	90	1890	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	179	105	86	421	95	40	42	1411	232	95	1989	250
Adj No. of Lanes	0	1	0	0	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	298	158	122	342	63	26	111	2222	691	167	2147	267
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.06	0.43	0.43	0.09	0.46	0.46
Sat Flow, veh/h	757	490	378	864	195	82	1792	5136	1597	1792	4628	575
Grp Volume(v), veh/h	370	0	0	556	0	0	42	1411	232	95	1466	773
Grp Sat Flow(s),veh/h/ln	1625	0	0	1141	0	0	1792	1712	1597	1792	1712	1779
Q Serve(g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	2.2	21.4	9.6	5.0	39.9	41.0
Cycle Q Clear(g_c), s	19.8	0.0	0.0	32.0	0.0	0.0	2.2	21.4	9.6	5.0	39.9	41.0
Prop In Lane	0.48		0.23	0.76		0.07	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	577	0	0	431	0	0	111	2222	691	167	1588	825
V/C Ratio(X)	0.64	0.00	0.00	1.29	0.00	0.00	0.38	0.63	0.34	0.57	0.92	0.94
Avail Cap(c_a), veh/h	577	0	0	431	0	0	451	2326	723	451	1588	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	0.0	36.7	0.0	0.0	44.8	22.0	18.7	43.1	25.0	25.3
Incr Delay (d2), s/veh	2.8	0.0	0.0	146.8	0.0	0.0	2.1	0.6	0.4	1.1	9.5	18.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	0.0	29.3	0.0	0.0	1.2	10.2	4.3	2.6	20.8	24.1
LnGrp Delay(d),s/veh	32.3	0.0	0.0	183.5	0.0	0.0	46.9	22.7	19.1	44.3	34.5	43.4
LnGrp LOS	C			F			D	C	B	D	C	D
Approach Vol, veh/h		370			556			1685			2334	
Approach Delay, s/veh		32.3			183.5			22.8			37.8	
Approach LOS		C			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.8	49.0		36.6	10.7	52.1		36.6
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	7.0	23.4		21.8	4.2	43.0		34.0
Green Ext Time (p_c), s	0.0	19.6		5.8	0.1	2.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	160	10	330	10	360	120	430	570	10
Future Volume (veh/h)	10	10	10	160	10	330	10	360	120	430	570	10
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.92	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	11	11	2	176	11	277	11	396	19	473	626	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	178	28	216	17	265	11	382	308	591	609	10
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.21	0.21	0.21	0.33	0.33	0.33
Sat Flow, veh/h	457	607	97	549	59	902	50	1810	1460	1774	1828	29
Grp Volume(v), veh/h	24	0	0	464	0	0	407	0	19	473	0	636
Grp Sat Flow(s),veh/h/ln	1161	0	0	1510	0	0	1860	0	1460	1774	0	1857
Q Serve(g_s), s	0.0	0.0	0.0	25.4	0.0	0.0	19.0	0.0	0.9	21.8	0.0	30.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	26.4	0.0	0.0	19.0	0.0	0.9	21.8	0.0	30.0
Prop In Lane	0.46		0.08	0.38		0.60	0.03		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	399	0	0	498	0	0	393	0	308	591	0	619
V/C Ratio(X)	0.06	0.00	0.00	0.93	0.00	0.00	1.04	0.00	0.06	0.80	0.00	1.03
Avail Cap(c_a), veh/h	399	0	0	498	0	0	393	0	308	591	0	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	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	22.8	0.0	0.0	32.3	0.0	0.0	35.5	0.0	28.4	27.3	0.0	30.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	24.1	0.0	0.0	55.1	0.0	0.1	8.1	0.0	43.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	14.8	0.0	0.0	15.7	0.0	0.4	12.0	0.0	22.8
LnGrp Delay(d),s/veh	22.8	0.0	0.0	56.4	0.0	0.0	90.6	0.0	28.5	35.3	0.0	73.3
LnGrp LOS	C			E			F		C	D		F
Approach Vol, veh/h		24			464			426			1109	
Approach Delay, s/veh		22.8			56.4			87.9			57.1	
Approach LOS		C			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		31.0		24.0		31.0
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6
Max Green Setting (Gmax), s		30.0		26.4		19.0		26.4
Max Q Clear Time (g_c+I1), s		32.0		28.4		21.0		2.8
Green Ext Time (p_c), s		0.0		0.0		0.0		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	63.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	390	340	360	480	280	160	420	160	140	740	150
Future Volume (veh/h)	150	390	340	360	480	280	160	420	160	140	740	150
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	156	406	140	375	500	180	167	438	123	146	771	137
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	188	440	366	315	594	494	199	728	202	185	778	138
Arrive On Green	0.10	0.23	0.23	0.18	0.32	0.32	0.11	0.27	0.27	0.10	0.26	0.26
Sat Flow, veh/h	1792	1881	1565	1792	1881	1566	1792	2737	760	1792	3019	536
Grp Volume(v), veh/h	156	406	140	375	500	180	167	284	277	146	456	452
Grp Sat Flow(s),veh/h/ln	1792	1881	1565	1792	1881	1566	1792	1787	1710	1792	1787	1768
Q Serve(g_s), s	8.1	20.0	5.1	16.7	23.5	8.4	8.7	13.2	13.5	7.6	24.2	24.2
Cycle Q Clear(g_c), s	8.1	20.0	5.1	16.7	23.5	8.4	8.7	13.2	13.5	7.6	24.2	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.30
Lane Grp Cap(c), veh/h	188	440	366	315	594	494	199	475	455	185	461	456
V/C Ratio(X)	0.83	0.92	0.38	1.19	0.84	0.36	0.84	0.60	0.61	0.79	0.99	0.99
Avail Cap(c_a), veh/h	255	446	371	315	594	494	217	475	455	217	461	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	35.5	15.8	39.1	30.3	25.1	41.4	30.4	30.5	41.6	35.1	35.1
Incr Delay (d2), s/veh	11.7	27.2	3.0	112.8	13.6	2.1	21.0	2.5	2.8	12.9	39.3	39.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	13.7	2.5	18.1	14.5	3.9	5.5	6.8	6.7	4.4	17.0	16.8
LnGrp Delay(d),s/veh	53.4	62.7	18.8	152.0	43.9	27.2	62.4	32.9	33.3	54.5	74.4	74.7
LnGrp LOS	D	E	B	F	D	C	E	C	C	D	E	E
Approach Vol, veh/h		702			1055			728			1054	
Approach Delay, s/veh		51.9			79.5			39.8			71.8	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	30.0	14.5	35.5	14.3	30.8	22.2	27.7
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	11.5	24.5	13.5	25.5	11.5	24.5	16.5	* 23
Max Q Clear Time (g_c+I1), s	10.7	26.2	10.1	25.5	9.6	15.5	18.7	22.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	63.6
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	650	40	80	790	30	70	50	50	10	60	210
Future Volume (veh/h)	60	650	40	80	790	30	70	50	50	10	60	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.97		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	67	730	43	90	888	33	79	56	35	11	67	20
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	695	41	514	1083	40	138	85	43	61	270	239
Arrive On Green	0.09	0.40	0.40	0.39	0.81	0.81	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1738	102	1774	1782	66	524	543	277	113	1722	1528
Grp Volume(v), veh/h	67	0	773	90	0	921	170	0	0	78	0	20
Grp Sat Flow(s),veh/h/ln	1774	0	1841	1774	0	1848	1344	0	0	1836	0	1528
Q Serve(g_s), s	3.4	0.0	38.0	3.2	0.0	26.9	8.4	0.0	0.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	3.4	0.0	38.0	3.2	0.0	26.9	11.9	0.0	0.0	3.5	0.0	1.1
Prop In Lane	1.00		0.06	1.00		0.04	0.46		0.21	0.14		1.00
Lane Grp Cap(c), veh/h	155	0	736	514	0	1123	266	0	0	331	0	239
V/C Ratio(X)	0.43	0.00	1.05	0.18	0.00	0.82	0.64	0.00	0.00	0.24	0.00	0.08
Avail Cap(c_a), veh/h	215	0	736	514	0	1123	538	0	0	653	0	521
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.46	0.00	0.46	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	28.5	21.7	0.0	6.2	39.1	0.0	0.0	35.3	0.0	34.2
Incr Delay (d2), s/veh	0.7	0.0	47.0	0.0	0.0	3.2	1.0	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	28.8	1.5	0.0	14.1	4.4	0.0	0.0	1.8	0.0	0.5
LnGrp Delay(d),s/veh	41.8	0.0	75.5	21.8	0.0	9.4	40.1	0.0	0.0	35.4	0.0	34.3
LnGrp LOS	D		F	C		A	D			D		C
Approach Vol, veh/h		840			1011			170			98	
Approach Delay, s/veh		72.8			10.5			40.1			35.2	
Approach LOS		E			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.5	43.0		19.5	12.8	62.7		19.5
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	* 38		32.4	11.5	37.0		32.4
Max Q Clear Time (g_c+I1), s	5.2	40.0		5.5	5.4	28.9		13.9
Green Ext Time (p_c), s	2.3	0.0		1.1	0.0	5.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	610	90	120	750	10	140	10	130	10	10	10
Future Volume (veh/h)	10	610	90	120	750	10	140	10	130	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	663	94	130	815	11	152	11	100	11	11	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
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	47	778	110	163	1018	14	180	13	119	34	34	0
Arrive On Green	0.03	0.49	0.49	0.18	1.00	1.00	0.18	0.18	0.18	0.04	0.04	0.00
Sat Flow, veh/h	1774	1588	225	1774	1833	25	980	71	645	909	909	0
Grp Volume(v), veh/h	11	0	757	130	0	826	263	0	0	22	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1813	1774	0	1857	1696	0	0	1817	0	0
Q Serve(g_s), s	0.6	0.0	34.7	6.7	0.0	0.0	14.2	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	34.7	6.7	0.0	0.0	14.2	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.01	0.58		0.38	0.50		0.00
Lane Grp Cap(c), veh/h	47	0	889	163	0	1032	312	0	0	67	0	0
V/C Ratio(X)	0.23	0.00	0.85	0.80	0.00	0.80	0.84	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	215	0	889	196	0	1032	543	0	0	180	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.00	0.56	0.47	0.00	0.47	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.3	0.0	21.2	38.0	0.0	0.0	37.4	0.0	0.0	44.6	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	6.0	7.4	0.0	3.2	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(50%),veh/ln	0.3	0.0	18.7	3.5	0.0	0.9	6.9	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	45.8	0.0	27.2	45.3	0.0	3.2	39.8	0.0	0.0	45.6	0.0	0.0
LnGrp LOS	D		C	D		A	D			D		
Approach Vol, veh/h		768			956			263			22	
Approach Delay, s/veh		27.4			8.9			39.8			45.6	
Approach LOS		C			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.2	51.6		8.1	7.0	57.8		22.1
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	26.0		9.4	11.5	25.0		30.4
Max Q Clear Time (g_c+I1), s	8.7	36.7		3.1	2.6	2.0		16.2
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	16.1		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	20.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	630	10	10	580	110	10	10	10	200	10	270
Future Volume (veh/h)	110	630	10	10	580	110	10	10	10	200	10	270
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	670	7	11	617	111	11	11	1	213	11	48
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	1203	13	38	659	119	163	147	12	330	53	230
Arrive On Green	0.48	1.00	1.00	0.02	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	1840	19	1774	1526	275	606	835	66	1372	299	1303
Grp Volume(v), veh/h	117	0	677	11	0	728	23	0	0	213	0	59
Grp Sat Flow(s),veh/h/ln	1774	0	1859	1774	0	1801	1507	0	0	1372	0	1602
Q Serve(g_s), s	3.8	0.0	0.0	0.6	0.0	36.6	0.0	0.0	0.0	10.4	0.0	3.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	0.6	0.0	36.6	3.0	0.0	0.0	13.4	0.0	3.0
Prop In Lane	1.00		0.01	1.00		0.15	0.48		0.04	1.00		0.81
Lane Grp Cap(c), veh/h	422	0	1215	38	0	777	322	0	0	330	0	283
V/C Ratio(X)	0.28	0.00	0.56	0.29	0.00	0.94	0.07	0.00	0.00	0.65	0.00	0.21
Avail Cap(c_a), veh/h	422	0	1215	177	0	815	478	0	0	469	0	445
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	0.0	45.8	0.0	25.7	32.6	0.0	0.0	37.4	0.0	33.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	20.1	0.0	0.0	0.0	0.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.1	0.3	0.0	22.3	0.5	0.0	0.0	5.5	0.0	1.3
LnGrp Delay(d),s/veh	20.0	0.0	0.2	47.4	0.0	45.8	32.6	0.0	0.0	38.2	0.0	33.6
LnGrp LOS	B		A	D		D	C			D		C
Approach Vol, veh/h		794			739			23			272	
Approach Delay, s/veh		3.1			45.8			32.6			37.2	
Approach LOS		A			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.6	46.0		21.4	6.5	67.1		21.4
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	11.5	* 43		26.4	9.5	45.0		26.4
Max Q Clear Time (g_c+I1), s	5.8	38.6		15.4	2.6	2.0		5.0
Green Ext Time (p_c), s	0.4	2.4		0.5	0.0	8.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	70	460	10	10	10	350	880	30	70	910	210
Future Volume (veh/h)	220	70	460	10	10	10	350	880	30	70	910	210
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	0.98		0.91	1.00		0.90	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	265	84	373	12	12	1	422	1060	34	84	1096	233
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	70	311	44	32	1	414	1990	64	111	1148	242
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.23	0.57	0.57	0.06	0.40	0.40
Sat Flow, veh/h	1395	280	1245	0	128	5	1774	3487	112	1774	2870	606
Grp Volume(v), veh/h	265	0	457	25	0	0	422	538	556	84	673	656
Grp Sat Flow(s),veh/h/ln	1395	0	1525	133	0	0	1774	1770	1829	1774	1770	1707
Q Serve(g_s), s	0.0	0.0	30.0	0.0	0.0	0.0	28.0	22.5	22.5	5.6	44.2	45.0
Cycle Q Clear(g_c), s	30.0	0.0	30.0	30.0	0.0	0.0	28.0	22.5	22.5	5.6	44.2	45.0
Prop In Lane	1.00		0.82	0.48		0.04	1.00		0.06	1.00		0.36
Lane Grp Cap(c), veh/h	284	0	381	78	0	0	414	1010	1044	111	708	683
V/C Ratio(X)	0.93	0.00	1.20	0.32	0.00	0.00	1.02	0.53	0.53	0.76	0.95	0.96
Avail Cap(c_a), veh/h	284	0	381	78	0	0	414	1010	1044	340	708	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	0.0	45.0	37.4	0.0	0.0	46.0	15.9	15.9	55.3	34.8	35.1
Incr Delay (d2), s/veh	35.1	0.0	112.0	0.9	0.0	0.0	49.3	2.0	1.9	3.9	23.7	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	0.0	24.5	0.7	0.0	0.0	19.3	11.5	11.8	2.9	26.1	26.1
LnGrp Delay(d),s/veh	82.4	0.0	157.0	38.3	0.0	0.0	95.3	17.9	17.8	59.2	58.5	61.2
LnGrp LOS	F		F	D			F	B	B	E	E	E
Approach Vol, veh/h		722			25			1516			1413	
Approach Delay, s/veh		129.6			38.3			39.4			59.8	
Approach LOS		F			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.0	53.0		35.0	11.5	73.5		35.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	28.0	48.0		30.0	23.0	53.0		30.0
Max Q Clear Time (g_c+I1), s	30.0	47.0		32.0	7.6	24.5		32.0
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	24.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.0
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	570	360	80	570	460	180	850	40	240	1550	130
Future Volume (veh/h)	120	570	360	80	570	460	180	850	40	240	1550	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	130	620	307	87	620	220	196	924	41	261	1685	136
Adj No. of Lanes	1	2	0	1	2	1	2	2	0	2	2	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	145	696	345	132	1058	461	321	1340	59	321	1289	103
Arrive On Green	0.08	0.30	0.30	0.07	0.30	0.30	0.03	0.13	0.13	0.09	0.38	0.38
Sat Flow, veh/h	1792	2297	1137	1792	3574	1560	3476	3482	155	3476	3348	267
Grp Volume(v), veh/h	130	482	445	87	620	220	196	474	491	261	890	931
Grp Sat Flow(s),veh/h/ln	1792	1787	1647	1792	1787	1560	1738	1787	1850	1738	1787	1828
Q Serve(g_s), s	9.3	33.5	33.5	6.1	19.2	15.0	7.2	33.0	33.0	9.6	50.0	50.0
Cycle Q Clear(g_c), s	9.3	33.5	33.5	6.1	19.2	15.0	7.2	33.0	33.0	9.6	50.0	50.0
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.08	1.00		0.15
Lane Grp Cap(c), veh/h	145	542	499	132	1058	461	321	688	712	321	688	704
V/C Ratio(X)	0.90	0.89	0.89	0.66	0.59	0.48	0.61	0.69	0.69	0.81	1.29	1.32
Avail Cap(c_a), veh/h	145	550	507	145	1100	480	334	688	712	682	688	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	43.2	43.2	58.6	39.0	37.5	60.7	49.3	49.3	57.9	40.0	40.0
Incr Delay (d2), s/veh	45.0	16.8	17.9	6.8	1.0	1.1	1.9	5.1	4.9	1.9	143.0	155.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	19.0	17.7	3.3	9.6	6.6	3.6	17.3	17.9	4.7	52.0	55.5
LnGrp Delay(d),s/veh	104.3	60.0	61.2	65.4	39.9	38.6	62.6	54.4	54.2	59.8	183.0	195.0
LnGrp LOS	F	E	E	E	D	D	E	D	D	E	F	F
Approach Vol, veh/h		1057			927			1161			2082	
Approach Delay, s/veh		65.9			42.0			55.7			172.9	
Approach LOS		E			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	44.4	16.5	55.0	15.0	43.5	16.5	55.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	40.0	12.5	48.0	10.5	40.0	25.5	35.0
Max Q Clear Time (g_c+I1), s	8.1	35.5	9.2	52.0	11.3	21.2	11.6	35.0
Green Ext Time (p_c), s	0.0	3.9	0.1	0.0	0.0	13.5	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	102.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	30	160	20	200	20	890	140	260	1530	10
Future Volume (veh/h)	20	10	30	160	20	200	20	890	140	260	1530	10
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.90	0.91		0.90	1.00		0.92	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	12	2	188	24	16	24	1047	154	306	1800	12
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	424	71	403	276	184	90	1295	190	325	2003	13
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.05	0.42	0.42	0.18	0.56	0.56
Sat Flow, veh/h	1243	1531	255	1265	998	665	1774	3060	449	1774	3602	24
Grp Volume(v), veh/h	24	0	14	188	0	40	24	605	596	306	883	929
Grp Sat Flow(s),veh/h/ln	1243	0	1786	1265	0	1663	1774	1770	1740	1774	1770	1857
Q Serve(g_s), s	1.8	0.0	0.7	15.3	0.0	2.1	1.6	35.9	36.1	20.4	53.1	53.3
Cycle Q Clear(g_c), s	3.9	0.0	0.7	16.0	0.0	2.1	1.6	35.9	36.1	20.4	53.1	53.3
Prop In Lane	1.00		0.14	1.00		0.40	1.00		0.26	1.00		0.01
Lane Grp Cap(c), veh/h	382	0	494	403	0	460	90	749	736	325	984	1032
V/C Ratio(X)	0.06	0.00	0.03	0.47	0.00	0.09	0.27	0.81	0.81	0.94	0.90	0.90
Avail Cap(c_a), veh/h	390	0	506	411	0	471	177	749	736	325	984	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	31.6	37.4	0.0	32.2	54.8	30.3	30.4	48.4	23.6	23.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.6	9.1	9.4	34.3	12.6	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	5.4	0.0	1.0	0.8	19.4	19.2	13.1	29.2	30.6
LnGrp Delay(d),s/veh	33.6	0.0	31.6	37.8	0.0	32.2	55.4	39.4	39.8	82.6	36.2	36.0
LnGrp LOS	C		C	D		C	E	D	D	F	D	D
Approach Vol, veh/h		38			228			1225			2118	
Approach Delay, s/veh		32.9			36.8			39.9			42.8	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	71.7		38.2	26.0	55.8		38.2
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	22.0	50.0		34.0
Max Q Clear Time (g_c+I1), s	3.6	55.3		18.0	22.4	38.1		5.9
Green Ext Time (p_c), s	0.0	4.6		0.5	0.0	11.6		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	120	130	60	170	80	90	820	40	70	1760	80
Future Volume (veh/h)	100	120	130	60	170	80	90	820	40	70	1760	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	108	129	65	65	183	56	97	882	41	75	1892	84
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	166	240	131	119	347	117	120	2122	99	116	2119	93
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.07	0.61	0.61	0.13	1.00	1.00
Sat Flow, veh/h	559	1146	627	377	1659	557	1792	3475	162	1792	3485	153
Grp Volume(v), veh/h	139	0	163	144	0	160	97	454	469	75	963	1013
Grp Sat Flow(s),veh/h/ln	757	0	1574	1004	0	1588	1792	1787	1849	1792	1787	1851
Q Serve(g_s), s	13.4	0.0	11.9	8.9	0.0	11.5	6.9	17.2	17.2	5.2	0.0	0.0
Cycle Q Clear(g_c), s	24.9	0.0	11.9	20.8	0.0	11.5	6.9	17.2	17.2	5.2	0.0	0.0
Prop In Lane	0.78		0.40	0.45		0.35	1.00		0.09	1.00		0.08
Lane Grp Cap(c), veh/h	208	0	330	250	0	333	120	1091	1129	116	1087	1126
V/C Ratio(X)	0.67	0.00	0.50	0.58	0.00	0.48	0.81	0.42	0.42	0.65	0.89	0.90
Avail Cap(c_a), veh/h	215	0	339	259	0	342	214	1091	1129	145	1087	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	0.0	45.3	50.8	0.0	45.2	59.8	13.2	13.2	55.2	0.0	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.4	1.8	0.0	0.4	4.7	1.2	1.1	0.3	1.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	5.2	5.1	0.0	5.1	3.6	8.8	9.1	2.6	0.3	0.4
LnGrp Delay(d),s/veh	60.8	0.0	45.8	52.6	0.0	45.6	64.5	14.4	14.3	55.5	1.1	1.3
LnGrp LOS	E		D	D		D	E	B	B	E	A	A
Approach Vol, veh/h		302			304			1020			2051	
Approach Delay, s/veh		52.7			48.9			19.1			3.2	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	84.9		32.2	13.2	84.5		32.2
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	7.2	19.2		26.9	8.9	2.0		22.8
Green Ext Time (p_c), s	0.0	52.0		0.3	0.0	62.0		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	10	240	10	160	10	260	140	210	230	30
Future Volume (veh/h)	20	10	10	240	10	160	10	260	140	210	230	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.89		0.85	0.88		0.85	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	10	3	250	10	39	10	271	128	219	240	28
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	166	44	559	108	422	44	348	164	260	681	79
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.03	0.29	0.29	0.15	0.42	0.42
Sat Flow, veh/h	785	447	119	1227	292	1137	1774	1180	558	1774	1636	191
Grp Volume(v), veh/h	34	0	0	250	0	49	10	0	399	219	0	268
Grp Sat Flow(s),veh/h/ln	1351	0	0	1227	0	1429	1774	0	1738	1774	0	1827
Q Serve(g_s), s	0.0	0.0	0.0	9.8	0.0	1.7	0.4	0.0	15.8	9.0	0.0	7.5
Cycle Q Clear(g_c), s	1.7	0.0	0.0	11.5	0.0	1.7	0.4	0.0	15.8	9.0	0.0	7.5
Prop In Lane	0.62		0.09	1.00		0.80	1.00		0.32	1.00		0.10
Lane Grp Cap(c), veh/h	579	0	0	559	0	530	44	0	512	260	0	760
V/C Ratio(X)	0.06	0.00	0.00	0.45	0.00	0.09	0.22	0.00	0.78	0.84	0.00	0.35
Avail Cap(c_a), veh/h	617	0	0	593	0	571	590	0	694	590	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	18.3	0.0	15.4	35.9	0.0	24.2	31.2	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.9	0.0	4.8	2.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	4.1	0.0	0.7	0.2	0.0	8.2	4.6	0.0	3.9
LnGrp Delay(d),s/veh	15.2	0.0	0.0	18.5	0.0	15.4	36.8	0.0	29.1	34.1	0.0	15.4
LnGrp LOS	B			B		B	D		C	C		B
Approach Vol, veh/h		34			299			409			487	
Approach Delay, s/veh		15.2			18.0			29.3			23.8	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		32.5	6.4	36.3		32.5	15.5	27.1
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		3.7	2.4	9.5		13.5	11.0	17.8
Green Ext Time (p_c), s		0.9	0.0	5.9		0.8	0.1	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	320	210	240	230	120	140	850	220	170	1020	50
Future Volume (veh/h)	50	320	210	240	230	120	140	850	220	170	1020	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	53	340	113	255	245	39	149	904	195	181	1085	49
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	553	180	259	1029	446	348	1475	317	207	1346	61
Arrive On Green	0.08	0.21	0.21	0.15	0.29	0.29	0.20	0.35	0.35	0.12	0.27	0.27
Sat Flow, veh/h	1774	2602	848	1774	3539	1534	1774	4169	895	1774	4979	225
Grp Volume(v), veh/h	53	229	224	255	245	39	149	734	365	181	739	395
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1534	1774	1695	1673	1774	1695	1813
Q Serve(g_s), s	3.4	14.1	14.5	17.2	6.3	2.2	8.8	21.4	21.6	12.0	24.4	24.4
Cycle Q Clear(g_c), s	3.4	14.1	14.5	17.2	6.3	2.2	8.8	21.4	21.6	12.0	24.4	24.4
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.53	1.00		0.12
Lane Grp Cap(c), veh/h	135	376	357	259	1029	446	348	1200	592	207	916	490
V/C Ratio(X)	0.39	0.61	0.63	0.99	0.24	0.09	0.43	0.61	0.62	0.87	0.81	0.81
Avail Cap(c_a), veh/h	185	509	483	259	1165	505	348	1200	592	229	1017	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	42.7	42.9	51.1	32.4	31.0	42.3	32.0	32.0	52.1	40.8	40.9
Incr Delay (d2), s/veh	0.7	0.6	0.7	51.7	0.0	0.0	0.3	2.3	4.7	25.4	7.5	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.9	6.8	12.1	3.1	0.9	4.4	10.4	10.7	7.3	12.3	14.0
LnGrp Delay(d),s/veh	53.5	43.3	43.6	102.8	32.5	31.0	42.6	34.3	36.8	77.5	48.4	54.2
LnGrp LOS	D	D	D	F	C	C	D	C	D	E	D	D
Approach Vol, veh/h		506			539			1248			1315	
Approach Delay, s/veh		44.5			65.6			36.0			54.1	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.6	37.4	13.6	40.4	18.5	47.5	23.0	31.0
Change Period (Y+Rc), s	5.0	* 5	4.5	5.5	4.5	5.0	5.5	* 5.5
Max Green Setting (Gmax), s	12.5	* 36	12.5	39.5	15.5	33.0	17.5	* 35
Max Q Clear Time (g_c+I1), s	10.8	26.4	5.4	8.3	14.0	23.6	19.2	16.5
Green Ext Time (p_c), s	1.2	6.0	0.0	1.0	0.0	5.7	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	48.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	480	120	180	480	90	70	100	220	80	100	20
Future Volume (veh/h)	50	480	120	180	480	90	70	100	220	80	100	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	54	516	112	194	516	42	75	108	178	86	108	14
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	882	190	229	1307	561	377	133	219	184	251	33
Arrive On Green	0.07	0.31	0.31	0.13	0.37	0.37	0.21	0.21	0.21	0.13	0.13	0.13
Sat Flow, veh/h	1774	2873	620	1774	3539	1519	1774	626	1032	1417	1928	255
Grp Volume(v), veh/h	54	317	311	194	516	42	75	0	286	109	0	99
Grp Sat Flow(s),veh/h/ln	1774	1770	1723	1774	1770	1519	1774	0	1658	1792	0	1808
Q Serve(g_s), s	2.5	13.1	13.3	9.3	9.4	1.6	3.0	0.0	14.3	4.9	0.0	4.4
Cycle Q Clear(g_c), s	2.5	13.1	13.3	9.3	9.4	1.6	3.0	0.0	14.3	4.9	0.0	4.4
Prop In Lane	1.00		0.36	1.00		1.00	1.00		0.62	0.79		0.14
Lane Grp Cap(c), veh/h	119	543	529	229	1307	561	377	0	353	233	0	235
V/C Ratio(X)	0.45	0.58	0.59	0.85	0.39	0.07	0.20	0.00	0.81	0.47	0.00	0.42
Avail Cap(c_a), veh/h	408	814	793	408	1628	698	612	0	572	618	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	25.4	25.5	37.0	20.2	17.8	28.1	0.0	32.6	35.0	0.0	34.8
Incr Delay (d2), s/veh	1.0	1.4	1.5	3.3	0.3	0.1	0.1	0.0	1.7	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.6	6.5	4.7	4.6	0.7	1.5	0.0	6.7	2.5	0.0	2.2
LnGrp Delay(d),s/veh	40.0	26.8	27.0	40.3	20.5	17.9	28.2	0.0	34.3	35.6	0.0	35.3
LnGrp LOS	D	C	C	D	C	B	C		C	D		D
Approach Vol, veh/h		682			752			361			208	
Approach Delay, s/veh		27.9			25.5			33.0			35.4	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.3	37.6		23.1	15.7	32.2		15.9
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	4.5	11.4		16.3	11.3	15.3		6.9
Green Ext Time (p_c), s	0.0	12.3		1.1	0.1	11.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	470	130	240	500	130	150	860	220	180	1480	150
Future Volume (veh/h)	160	470	130	240	500	130	150	860	220	180	1480	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.96	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	170	500	118	255	532	119	160	915	127	191	1574	151
Adj No. of Lanes	2	2	0	2	2	0	2	3	1	2	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	702	164	307	757	168	583	2133	656	291	1538	147
Arrive On Green	0.08	0.25	0.25	0.09	0.27	0.27	0.34	0.84	0.84	0.08	0.33	0.33
Sat Flow, veh/h	3442	2775	649	3442	2852	635	3442	5085	1563	3442	4706	451
Grp Volume(v), veh/h	170	317	301	255	329	322	160	915	127	191	1133	592
Grp Sat Flow(s),veh/h/ln	1721	1770	1654	1721	1770	1717	1721	1695	1563	1721	1695	1766
Q Serve(g_s), s	6.2	21.2	21.6	9.5	21.8	22.0	4.4	5.9	2.0	7.0	42.5	42.5
Cycle Q Clear(g_c), s	6.2	21.2	21.6	9.5	21.8	22.0	4.4	5.9	2.0	7.0	42.5	42.5
Prop In Lane	1.00		0.39	1.00		0.37	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	264	448	418	307	470	456	583	2133	656	291	1108	577
V/C Ratio(X)	0.64	0.71	0.72	0.83	0.70	0.71	0.27	0.43	0.19	0.66	1.02	1.02
Avail Cap(c_a), veh/h	410	448	418	543	497	482	583	2133	656	410	1108	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.61	0.61	0.61	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	44.2	44.3	58.2	43.1	43.2	37.2	6.6	6.2	57.7	43.8	43.8
Incr Delay (d2), s/veh	0.6	3.6	4.1	1.4	2.8	3.1	0.1	0.5	0.5	0.9	32.9	43.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	10.8	10.3	4.6	11.1	10.9	2.1	2.6	0.9	3.4	24.9	27.7
LnGrp Delay(d),s/veh	58.9	47.8	48.4	59.6	45.9	46.2	37.2	7.0	6.8	58.6	76.7	87.6
LnGrp LOS	E	D	D	E	D	D	D	A	A	E	F	F
Approach Vol, veh/h		788			906			1202			1916	
Approach Delay, s/veh		50.4			49.9			11.0			78.2	
Approach LOS		D			D			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	38.4	27.5	48.0	14.5	40.0	15.5	60.0
Change Period (Y+Rc), s	4.5	5.5	5.5	* 5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	20.5	31.5	15.5	* 43	15.5	36.5	15.5	42.5
Max Q Clear Time (g_c+I1), s	11.5	23.6	6.4	44.5	8.2	24.0	9.0	7.9
Green Ext Time (p_c), s	0.1	5.4	3.8	0.0	0.1	6.4	0.1	11.1

Intersection Summary	
HCM 2010 Ctrl Delay	51.6
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	560	120	220	680	70	100	260	220	90	220	150
Future Volume (veh/h)	120	560	120	220	680	70	100	260	220	90	220	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.88	1.00		0.85	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	124	577	105	227	701	64	103	268	200	93	227	132
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	151	674	122	303	1061	97	157	281	210	139	322	187
Arrive On Green	0.09	0.24	0.24	0.17	0.33	0.33	0.09	0.31	0.31	0.08	0.30	0.30
Sat Flow, veh/h	1740	2842	514	1740	3175	289	1740	898	670	1740	1063	618
Grp Volume(v), veh/h	124	351	331	227	383	382	103	0	468	93	0	359
Grp Sat Flow(s),veh/h/ln	1740	1736	1620	1740	1736	1729	1740	0	1569	1740	0	1681
Q Serve(g_s), s	7.4	20.3	20.6	13.0	19.8	19.8	6.0	0.0	30.7	5.5	0.0	19.9
Cycle Q Clear(g_c), s	7.4	20.3	20.6	13.0	19.8	19.8	6.0	0.0	30.7	5.5	0.0	19.9
Prop In Lane	1.00		0.32	1.00		0.17	1.00		0.43	1.00		0.37
Lane Grp Cap(c), veh/h	151	412	384	303	580	578	157	0	491	139	0	509
V/C Ratio(X)	0.82	0.85	0.86	0.75	0.66	0.66	0.65	0.00	0.95	0.67	0.00	0.71
Avail Cap(c_a), veh/h	157	451	421	303	580	578	167	0	493	151	0	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00	0.84	0.00	0.84
Uniform Delay (d), s/veh	47.1	38.3	38.4	41.2	29.8	29.9	46.2	0.0	35.3	46.9	0.0	32.5
Incr Delay (d2), s/veh	18.7	14.3	15.9	8.8	5.8	5.9	6.1	0.0	29.0	6.2	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	11.4	10.9	7.0	10.4	10.4	3.2	0.0	17.2	2.8	0.0	9.7
LnGrp Delay(d),s/veh	65.8	52.6	54.3	50.0	35.6	35.7	52.2	0.0	64.3	53.2	0.0	36.5
LnGrp LOS	E	D	D	D	D	D	D		E	D		D
Approach Vol, veh/h		806			992			571			452	
Approach Delay, s/veh		55.3			39.0			62.1			39.9	
Approach LOS		E			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.8	30.4	14.0	36.8	13.6	40.6	12.9	37.9
Change Period (Y+Rc), s	5.5	* 5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	16.1	* 27	10.1	32.0	9.5	33.9	9.1	33.0
Max Q Clear Time (g_c+I1), s	15.0	22.6	8.0	21.9	9.4	21.8	7.5	32.7
Green Ext Time (p_c), s	0.7	2.2	0.0	5.1	0.0	4.8	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	48.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	420	100	30	730	40	70	90	30	70	150	160
Future Volume (veh/h)	80	420	100	30	730	40	70	90	30	70	150	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.96	0.99		0.98	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	442	89	32	768	39	74	95	17	74	158	122
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	795	158	569	1745	89	185	391	70	326	245	189
Arrive On Green	0.10	0.28	0.28	0.32	0.51	0.51	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	2882	573	1774	3419	174	1082	1532	274	1252	959	741
Grp Volume(v), veh/h	84	269	262	32	397	410	74	0	112	74	0	280
Grp Sat Flow(s),veh/h/ln	1774	1770	1685	1774	1770	1823	1082	0	1807	1252	0	1700
Q Serve(g_s), s	4.7	13.7	14.0	1.3	14.9	14.9	6.9	0.0	5.2	5.2	0.0	15.4
Cycle Q Clear(g_c), s	4.7	13.7	14.0	1.3	14.9	14.9	22.3	0.0	5.2	10.4	0.0	15.4
Prop In Lane	1.00		0.34	1.00		0.10	1.00		0.15	1.00		0.44
Lane Grp Cap(c), veh/h	170	488	465	569	903	930	185	0	461	326	0	433
V/C Ratio(X)	0.49	0.55	0.56	0.06	0.44	0.44	0.40	0.00	0.24	0.23	0.00	0.65
Avail Cap(c_a), veh/h	211	683	650	569	903	930	295	0	643	453	0	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	32.5	32.6	24.7	16.2	16.2	44.8	0.0	31.1	35.2	0.0	34.9
Incr Delay (d2), s/veh	0.8	4.4	4.9	0.0	1.6	1.5	0.5	0.0	0.1	0.1	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(50%),veh/ln	2.3	7.3	7.1	0.6	7.7	7.9	2.1	0.0	2.6	1.8	0.0	7.3
LnGrp Delay(d),s/veh	45.9	36.9	37.5	24.7	17.8	17.8	45.4	0.0	31.2	35.3	0.0	35.5
LnGrp LOS	D	D	D	C	B	B	D		C	D		D
Approach Vol, veh/h		615			839			186			354	
Approach Delay, s/veh		38.4			18.0			36.8			35.5	
Approach LOS		D			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	39.2	34.5		31.4	14.6	59.1		31.4
Change Period (Y+Rc), s	5.5	* 5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	12.5	* 41		37.4	12.5	40.5		37.4
Max Q Clear Time (g_c+I1), s	3.3	16.0		17.4	6.7	16.9		24.3
Green Ext Time (p_c), s	4.3	4.6		1.8	0.0	7.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	550	300	390	850	190	180	950	450	120	1060	230
Future Volume (veh/h)	290	550	300	390	850	190	180	950	450	120	1060	230
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	309	585	168	415	904	91	191	1011	239	128	1128	121
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	1339	399	464	1359	410	291	1872	567	262	1830	565
Arrive On Green	0.13	0.26	0.26	0.13	0.27	0.27	0.08	0.37	0.37	0.15	0.72	0.72
Sat Flow, veh/h	3442	5085	1518	3442	5085	1535	3442	5085	1539	3442	5085	1571
Grp Volume(v), veh/h	309	585	168	415	904	91	191	1011	239	128	1128	121
Grp Sat Flow(s),veh/h/ln	1721	1695	1518	1721	1695	1535	1721	1695	1539	1721	1695	1571
Q Serve(g_s), s	11.1	12.5	11.9	15.4	20.6	6.0	7.0	20.4	15.1	4.4	14.5	3.3
Cycle Q Clear(g_c), s	11.1	12.5	11.9	15.4	20.6	6.0	7.0	20.4	15.1	4.4	14.5	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	450	1339	399	464	1359	410	291	1872	567	262	1830	565
V/C Ratio(X)	0.69	0.44	0.42	0.89	0.67	0.22	0.66	0.54	0.42	0.49	0.62	0.21
Avail Cap(c_a), veh/h	490	1486	444	516	1526	461	357	1872	567	304	1830	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.28	0.28
Uniform Delay (d), s/veh	54.0	39.9	39.7	55.3	42.4	37.1	57.7	32.4	30.7	52.8	13.7	12.1
Incr Delay (d2), s/veh	2.8	0.3	1.0	15.8	0.9	0.3	1.7	1.1	2.3	0.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.9	5.1	8.3	9.7	2.6	3.4	9.7	6.7	2.1	6.7	1.5
LnGrp Delay(d),s/veh	56.7	40.2	40.7	71.2	43.4	37.4	59.4	33.5	33.0	52.9	14.2	12.4
LnGrp LOS	E	D	D	E	D	D	E	C	C	D	B	B
Approach Vol, veh/h		1062			1410			1441			1377	
Approach Delay, s/veh		45.1			51.2			36.9			17.6	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	40.2	15.5	52.3	21.5	40.7	14.4	53.4
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	19.5	38.0	13.5	38.5	18.5	39.0	11.5	40.5
Max Q Clear Time (g_c+I1), s	17.4	14.5	9.0	16.5	13.1	22.6	6.4	22.4
Green Ext Time (p_c), s	0.1	13.6	0.1	19.1	0.3	10.7	0.0	16.1

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	820	90	100	1260	400	160	520	220	250	360	190
Future Volume (veh/h)	240	820	90	100	1260	400	160	520	220	250	360	190
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	247	845	87	103	1299	327	165	536	192	258	371	144
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	268	1135	117	136	1237	546	149	703	251	252	832	318
Arrive On Green	0.08	0.35	0.35	0.08	0.35	0.35	0.09	0.28	0.28	0.14	0.34	0.34
Sat Flow, veh/h	3408	3204	330	1757	3505	1546	1757	2524	900	1757	2469	943
Grp Volume(v), veh/h	247	462	470	103	1299	327	165	371	357	258	262	253
Grp Sat Flow(s),veh/h/ln	1704	1752	1781	1757	1752	1546	1757	1752	1672	1757	1752	1659
Q Serve(g_s), s	10.1	32.4	32.4	8.0	49.4	24.3	11.9	27.2	27.4	20.1	16.3	16.7
Cycle Q Clear(g_c), s	10.1	32.4	32.4	8.0	49.4	24.3	11.9	27.2	27.4	20.1	16.3	16.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.54	1.00		0.57
Lane Grp Cap(c), veh/h	268	621	631	136	1237	546	149	488	466	252	591	559
V/C Ratio(X)	0.92	0.74	0.74	0.76	1.05	0.60	1.10	0.76	0.77	1.02	0.44	0.45
Avail Cap(c_a), veh/h	268	621	631	149	1237	546	149	488	466	252	591	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	39.6	39.6	63.3	45.3	37.2	64.1	46.2	46.3	59.9	36.2	36.3
Incr Delay (d2), s/veh	34.5	5.2	5.1	15.8	39.9	2.2	104.5	10.7	11.4	62.7	2.4	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	16.6	16.8	4.5	30.7	10.7	10.1	14.6	14.1	14.1	8.2	8.1
LnGrp Delay(d),s/veh	98.5	44.9	44.8	79.1	85.2	39.4	168.6	56.9	57.7	122.7	38.6	38.9
LnGrp LOS	F	D	D	E	F	D	F	E	E	F	D	D
Approach Vol, veh/h		1179			1729			893			773	
Approach Delay, s/veh		56.1			76.2			77.9			66.8	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	53.2	15.5	54.9	24.6	45.0	15.3	55.1
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	11.9	47.2	11.0	49.4	20.1	39.0	11.9	48.5
Max Q Clear Time (g_c+I1), s	13.9	18.7	12.1	51.4	22.1	29.4	10.0	34.4
Green Ext Time (p_c), s	0.0	12.6	0.0	0.0	0.0	6.3	0.0	12.9

Intersection Summary	
HCM 2010 Ctrl Delay	69.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	620	240	250	490	500	170	690	250	250	360	80
Future Volume (veh/h)	180	620	240	250	490	500	170	690	250	250	360	80
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	217	747	250	301	590	425	205	831	213	301	434	21
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	247	689	231	264	534	385	235	502	421	247	515	438
Arrive On Green	0.14	0.26	0.26	0.15	0.27	0.27	0.13	0.27	0.27	0.14	0.27	0.27
Sat Flow, veh/h	1792	2632	881	1792	1966	1416	1792	1881	1578	1792	1881	1599
Grp Volume(v), veh/h	217	507	490	301	536	479	205	831	213	301	434	21
Grp Sat Flow(s),veh/h/ln	1792	1787	1726	1792	1787	1595	1792	1881	1578	1792	1881	1599
Q Serve(g_s), s	12.5	27.5	27.5	15.5	28.5	28.5	11.8	28.0	12.0	14.5	22.9	1.0
Cycle Q Clear(g_c), s	12.5	27.5	27.5	15.5	28.5	28.5	11.8	28.0	12.0	14.5	22.9	1.0
Prop In Lane	1.00		0.51	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	468	452	264	486	433	235	502	421	247	515	438
V/C Ratio(X)	0.88	1.08	1.08	1.14	1.10	1.10	0.87	1.66	0.51	1.22	0.84	0.05
Avail Cap(c_a), veh/h	264	468	452	264	486	433	247	502	421	247	515	438
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	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	38.8	38.8	44.8	38.2	38.2	44.8	38.5	32.6	45.3	36.0	28.1
Incr Delay (d2), s/veh	24.5	66.0	66.7	97.8	72.3	74.6	3.1	296.3	0.4	128.5	15.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	22.1	21.4	14.8	23.8	21.5	6.0	55.8	5.3	16.0	14.0	0.5
LnGrp Delay(d),s/veh	68.9	104.8	105.5	142.5	110.5	112.9	47.8	334.8	33.0	173.7	51.4	28.3
LnGrp LOS	E	F	F	F	F	F	D	F	C	F	D	C
Approach Vol, veh/h		1214			1316			1249			756	
Approach Delay, s/veh		98.7			118.7			236.2			99.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	33.7	20.0	33.0	19.0	33.0	19.0	34.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	14.5	28.0	15.5	27.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	13.8	24.9	17.5	29.5	16.5	30.0	14.5	30.5
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	142.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	90	60	110	80	170	40	720	60	80	750	50
Future Volume (veh/h)	60	90	60	110	80	170	40	720	60	80	750	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	73	110	56	134	98	168	49	878	69	98	915	59
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	148	215	98	182	122	187	104	827	65	129	864	56
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.48	0.48	0.05	0.33	0.33
Sat Flow, veh/h	331	688	312	436	390	598	1792	1719	135	1792	1745	113
Grp Volume(v), veh/h	239	0	0	400	0	0	49	0	947	98	0	974
Grp Sat Flow(s),veh/h/ln	1331	0	0	1423	0	0	1792	0	1854	1792	0	1858
Q Serve(g_s), s	0.0	0.0	0.0	13.5	0.0	0.0	2.8	0.0	50.5	5.7	0.0	52.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	28.5	0.0	0.0	2.8	0.0	50.5	5.7	0.0	52.0
Prop In Lane	0.31		0.23	0.33		0.42	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	461	0	0	491	0	0	104	0	892	129	0	920
V/C Ratio(X)	0.52	0.00	0.00	0.81	0.00	0.00	0.47	0.00	1.06	0.76	0.00	1.06
Avail Cap(c_a), veh/h	497	0	0	527	0	0	264	0	892	264	0	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	29.4	0.0	0.0	34.7	0.0	0.0	47.9	0.0	27.2	49.1	0.0	35.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	8.2	0.0	0.0	1.2	0.0	47.9	0.3	0.0	29.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	12.2	0.0	0.0	1.4	0.0	37.6	2.8	0.0	34.2
LnGrp Delay(d),s/veh	29.7	0.0	0.0	42.9	0.0	0.0	49.1	0.0	75.2	49.4	0.0	64.6
LnGrp LOS	C			D			D		F	D		F
Approach Vol, veh/h		239			400			996			1072	
Approach Delay, s/veh		29.7			42.9			73.9			63.2	
Approach LOS		C			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	57.0		37.4	12.0	55.5		37.4
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	4.8	54.0		30.5	7.7	52.5		17.0
Green Ext Time (p_c), s	0.0	0.0		1.5	0.0	0.0		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.2
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	330	120	100	410	220	90	370	50	290	280	410
Future Volume (veh/h)	110	330	120	100	410	220	90	370	50	290	280	410
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	128	384	105	116	477	37	105	430	49	337	326	206
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	2	2	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	418	687	186	212	878	391	227	941	107	416	599	369
Arrive On Green	0.12	0.25	0.25	0.12	0.25	0.25	0.13	0.29	0.29	0.12	0.28	0.28
Sat Flow, veh/h	3476	2774	749	1792	3574	1593	1792	3237	367	3476	2110	1302
Grp Volume(v), veh/h	128	246	243	116	477	37	105	236	243	337	275	257
Grp Sat Flow(s),veh/h/ln	1738	1787	1736	1792	1787	1593	1792	1787	1816	1738	1787	1625
Q Serve(g_s), s	2.9	10.5	10.7	5.3	10.1	1.6	4.7	9.4	9.5	8.2	11.4	11.7
Cycle Q Clear(g_c), s	2.9	10.5	10.7	5.3	10.1	1.6	4.7	9.4	9.5	8.2	11.4	11.7
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.20	1.00		0.80
Lane Grp Cap(c), veh/h	418	443	430	212	878	391	227	519	528	416	507	461
V/C Ratio(X)	0.31	0.56	0.57	0.55	0.54	0.09	0.46	0.46	0.46	0.81	0.54	0.56
Avail Cap(c_a), veh/h	442	750	728	265	1573	701	246	739	752	992	1004	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	28.6	28.7	36.2	28.6	25.4	35.3	25.3	25.3	37.4	26.5	26.6
Incr Delay (d2), s/veh	0.2	1.6	1.7	0.8	0.7	0.1	0.5	0.9	0.9	1.4	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.4	5.3	2.7	5.1	0.7	2.4	4.8	4.9	4.1	5.8	5.5
LnGrp Delay(d),s/veh	35.2	30.2	30.4	37.1	29.4	25.6	35.9	26.2	26.2	38.9	27.7	28.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		617			630			584			869	
Approach Delay, s/veh		31.3			30.6			27.9			32.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	27.1	15.6	29.8	15.0	26.9	15.0	30.4
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	12.9	36.6	12.0	49.0	11.1	38.4	24.9	36.1
Max Q Clear Time (g_c+I1), s	7.3	12.7	6.7	13.7	4.9	12.1	10.2	11.5
Green Ext Time (p_c), s	0.0	8.4	0.0	10.5	0.0	8.7	0.2	9.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	660	640	530	550	60	130	270	230	120	1320	80
Future Volume (veh/h)	70	660	640	530	550	60	130	270	230	120	1320	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	74	702	563	564	585	28	138	287	49	128	1404	17
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	3	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	180	1117	515	585	1583	698	215	922	407	213	1270	387
Arrive On Green	0.05	0.34	0.34	0.17	0.46	0.46	0.06	0.27	0.27	0.06	0.26	0.26
Sat Flow, veh/h	3343	3293	1517	3343	3438	1516	3343	3438	1518	3343	4940	1505
Grp Volume(v), veh/h	74	702	563	564	585	28	138	287	49	128	1404	17
Grp Sat Flow(s),veh/h/ln	1672	1647	1517	1672	1719	1516	1672	1719	1518	1672	1647	1505
Q Serve(g_s), s	3.0	25.1	47.5	23.4	15.5	1.4	5.6	9.3	3.4	5.2	36.0	1.0
Cycle Q Clear(g_c), s	3.0	25.1	47.5	23.4	15.5	1.4	5.6	9.3	3.4	5.2	36.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	180	1117	515	585	1583	698	215	922	407	213	1270	387
V/C Ratio(X)	0.41	0.63	1.09	0.96	0.37	0.04	0.64	0.31	0.12	0.60	1.11	0.04
Avail Cap(c_a), veh/h	227	1117	515	585	1583	698	251	922	407	251	1270	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.1	38.8	46.3	57.3	24.6	20.8	63.9	40.9	38.7	63.8	52.0	26.1
Incr Delay (d2), s/veh	2.1	1.3	67.6	28.4	0.2	0.0	2.6	0.9	0.6	1.2	59.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	11.6	29.5	13.1	7.4	0.6	2.7	4.5	1.5	2.5	23.3	0.4
LnGrp Delay(d),s/veh	66.2	40.1	113.8	85.7	24.8	20.8	66.5	41.8	39.3	65.0	111.3	26.3
LnGrp LOS	E	D	F	F	C	C	E	D	D	E	F	C
Approach Vol, veh/h		1339			1177			474			1549	
Approach Delay, s/veh		72.6			53.9			48.7			106.5	
Approach LOS		E			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	43.6	30.0	53.0	15.0	42.0	13.0	70.0
Change Period (Y+Rc), s	4.5	6.0	5.5	5.5	6.0	* 6	5.5	5.5
Max Green Setting (Gmax), s	10.5	36.0	24.5	47.5	10.5	* 36	9.5	62.5
Max Q Clear Time (g_c+I1), s	7.2	11.3	25.4	49.5	7.6	38.0	5.0	17.5
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.2	0.0	0.1	27.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.8
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	750	150	120	1020	60	110	10	80	20	10	80
Future Volume (veh/h)	190	750	150	120	1020	60	110	10	80	20	10	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	207	815	113	130	1109	62	120	11	14	22	11	7
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	245	1736	754	164	1512	84	153	125	159	33	107	68
Arrive On Green	0.14	0.50	0.50	0.09	0.45	0.45	0.09	0.17	0.17	0.02	0.10	0.10
Sat Flow, veh/h	1740	3471	1508	1740	3336	186	1740	720	916	1740	1028	654
Grp Volume(v), veh/h	207	815	113	130	577	594	120	0	25	22	0	18
Grp Sat Flow(s),veh/h/ln	1740	1736	1508	1740	1736	1787	1740	0	1636	1740	0	1682
Q Serve(g_s), s	9.8	12.9	3.4	6.2	22.9	23.0	5.7	0.0	1.1	1.1	0.0	0.8
Cycle Q Clear(g_c), s	9.8	12.9	3.4	6.2	22.9	23.0	5.7	0.0	1.1	1.1	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.56	1.00		0.39
Lane Grp Cap(c), veh/h	245	1736	754	164	787	810	153	0	283	33	0	176
V/C Ratio(X)	0.84	0.47	0.15	0.79	0.73	0.73	0.79	0.00	0.09	0.66	0.00	0.10
Avail Cap(c_a), veh/h	330	1852	805	330	926	954	330	0	601	330	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	13.8	11.4	37.4	18.9	18.9	37.7	0.0	29.3	41.1	0.0	34.2
Incr Delay (d2), s/veh	13.7	0.2	0.1	8.4	2.5	2.5	8.6	0.0	0.1	20.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	6.2	1.4	3.3	11.4	11.8	3.1	0.0	0.5	0.7	0.0	0.4
LnGrp Delay(d),s/veh	49.0	14.0	11.5	45.7	21.4	21.3	46.3	0.0	29.4	61.3	0.0	34.4
LnGrp LOS	D	B	B	D	C	C	D		C	E		C
Approach Vol, veh/h		1135			1301			145			40	
Approach Delay, s/veh		20.1			23.8			43.4			49.2	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	19.6	11.9	47.2	11.4	13.8	15.9	43.2
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	16.0	31.0	16.0	45.0	16.0	29.0	16.0	45.0
Max Q Clear Time (g_c+I1), s	3.1	3.1	8.2	14.9	7.7	2.8	11.8	25.0
Green Ext Time (p_c), s	0.0	0.2	0.2	17.1	0.2	0.2	0.2	13.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	200	480	430	570	160	320	610	90	80	890	370
Future Volume (veh/h)	160	200	480	430	570	160	320	610	90	80	890	370
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	172	215	291	462	613	75	344	656	88	86	957	214
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	169	494	418	499	586	489	474	1160	155	121	1039	439
Arrive On Green	0.10	0.27	0.27	0.15	0.32	0.32	0.14	0.37	0.37	0.07	0.30	0.30
Sat Flow, veh/h	1757	1845	1559	3408	1845	1539	3408	3103	416	1757	3505	1481
Grp Volume(v), veh/h	172	215	291	462	613	75	344	370	374	86	957	214
Grp Sat Flow(s),veh/h/ln	1757	1845	1559	1704	1845	1539	1704	1752	1767	1757	1752	1481
Q Serve(g_s), s	13.5	13.5	16.5	18.7	44.5	4.9	13.5	23.5	23.5	6.7	37.0	12.7
Cycle Q Clear(g_c), s	13.5	13.5	16.5	18.7	44.5	4.9	13.5	23.5	23.5	6.7	37.0	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	169	494	418	499	586	489	474	655	661	121	1039	439
V/C Ratio(X)	1.02	0.44	0.70	0.93	1.05	0.15	0.73	0.56	0.57	0.71	0.92	0.49
Avail Cap(c_a), veh/h	169	494	418	499	586	489	475	655	661	245	1064	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	42.5	22.8	59.0	47.8	34.2	57.7	34.8	34.8	63.8	47.6	23.5
Incr Delay (d2), s/veh	73.2	2.8	9.3	23.0	49.6	0.7	4.8	3.5	3.5	2.9	14.3	3.8
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	7.2	8.2	10.4	30.7	2.2	6.7	11.9	12.1	3.4	20.0	5.6
LnGrp Delay(d),s/veh	136.6	45.2	32.0	82.0	97.3	34.9	62.5	38.3	38.3	66.7	62.0	27.3
LnGrp LOS	F	D	C	F	F	C	E	D	D	E	E	C
Approach Vol, veh/h		678			1150			1088			1257	
Approach Delay, s/veh		62.8			87.1			45.9			56.4	
Approach LOS		E			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	57.9	25.0	43.0	25.0	47.0	18.0	50.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	5.5	* 5.5	4.5	5.5
Max Green Setting (Gmax), s	19.5	42.5	20.5	37.5	19.5	* 43	13.5	44.5
Max Q Clear Time (g_c+I1), s	8.7	25.5	20.7	18.5	15.5	39.0	15.5	46.5
Green Ext Time (p_c), s	0.0	5.7	0.0	8.9	0.7	2.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	63.2
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	140	260	60	100	90	240	570	30	200	1480	30
Future Volume (veh/h)	20	140	260	60	100	90	240	570	30	200	1480	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	24	165	12	71	118	8	282	671	31	235	1741	34
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	94	251	211	147	307	257	276	890	41	579	1574	31
Arrive On Green	0.05	0.13	0.13	0.08	0.16	0.16	0.15	0.26	0.26	0.32	0.44	0.44
Sat Flow, veh/h	1792	1881	1585	1792	1881	1575	1792	3478	161	1792	3586	70
Grp Volume(v), veh/h	24	165	12	71	118	8	282	345	357	235	866	909
Grp Sat Flow(s),veh/h/ln	1792	1881	1585	1792	1881	1575	1792	1787	1851	1792	1787	1869
Q Serve(g_s), s	1.4	8.9	0.7	4.1	6.0	0.2	16.5	19.0	19.1	10.9	47.0	47.0
Cycle Q Clear(g_c), s	1.4	8.9	0.7	4.1	6.0	0.2	16.5	19.0	19.1	10.9	47.0	47.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.04
Lane Grp Cap(c), veh/h	94	251	211	147	307	257	276	457	474	579	784	820
V/C Ratio(X)	0.26	0.66	0.06	0.48	0.38	0.03	1.02	0.75	0.75	0.41	1.10	1.11
Avail Cap(c_a), veh/h	418	527	444	418	527	441	276	751	778	579	784	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	44.1	40.5	47.0	40.0	8.9	45.3	36.7	36.7	28.2	30.0	30.0
Incr Delay (d2), s/veh	0.5	4.1	0.2	0.9	1.1	0.1	59.8	3.6	3.5	0.2	64.3	65.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.9	0.3	2.0	3.2	0.2	12.7	9.8	10.2	5.4	37.1	39.1
LnGrp Delay(d),s/veh	49.3	48.2	40.7	47.9	41.1	9.0	105.2	40.3	40.2	28.4	94.4	95.6
LnGrp LOS	D	D	D	D	D	A	F	D	D	C	F	F
Approach Vol, veh/h		201			197			984			2010	
Approach Delay, s/veh		47.9			42.3			58.9			87.2	
Approach LOS		D			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.6	33.4	13.3	19.8	21.0	53.0	10.1	23.0
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	16.5	47.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	12.9	21.1	6.1	10.9	18.5	49.0	3.4	8.0
Green Ext Time (p_c), s	10.0	5.8	0.0	2.1	0.0	0.0	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	74.1
HCM 2010 LOS	E

Notes

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	80	20	20	290	10	30	10	40	10	20	50
Future Vol, veh/h	20	80	20	20	290	10	30	10	40	10	20	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	23	93	23	23	337	12	35	12	47	12	23	58
Number of Lanes	1	2	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	8.6	12.4	9.4	9.2
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	38%	100%	0%	0%	100%	0%	0%	12%
Vol Thru, %	12%	0%	100%	57%	0%	100%	0%	25%
Vol Right, %	50%	0%	0%	43%	0%	0%	100%	62%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	20	53	47	20	290	10	80
LT Vol	30	20	0	0	20	0	0	10
Through Vol	10	0	53	27	0	290	0	20
RT Vol	40	0	0	20	0	0	10	50
Lane Flow Rate	93	23	62	54	23	337	12	93
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.147	0.038	0.093	0.077	0.037	0.485	0.014	0.141
Departure Headway (Hd)	5.672	5.906	5.401	5.099	5.681	5.177	4.472	5.466
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	628	602	659	697	627	691	795	651
Service Time	3.449	3.681	3.176	2.873	3.441	2.936	2.231	3.243
HCM Lane V/C Ratio	0.148	0.038	0.094	0.077	0.037	0.488	0.015	0.143
HCM Control Delay	9.4	8.9	8.7	8.3	8.7	12.8	7.3	9.2
HCM Lane LOS	A	A	A	A	A	B	A	A
HCM 95th-tile Q	0.5	0.1	0.3	0.2	0.1	2.7	0	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	150	140	100	560	60	80	100	50	40	200	160
Future Volume (veh/h)	60	150	140	100	560	60	80	100	50	40	200	160
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.78	0.88		0.53	0.82		0.54
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1900	1900	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	80	200	31	133	747	75	107	133	54	53	267	177
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	159	738	603	178	659	66	57	50	11	282	266	176
Arrive On Green	0.09	0.39	0.39	0.10	0.40	0.40	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1792	1881	1536	1792	1634	164	0	146	33	989	768	509
Grp Volume(v), veh/h	80	200	31	133	0	822	294	0	0	53	0	444
Grp Sat Flow(s),veh/h/ln	1792	1881	1536	1792	0	1798	179	0	0	989	0	1278
Q Serve(g_s), s	3.7	6.3	1.1	6.3	0.0	35.0	0.0	0.0	0.0	0.0	0.0	30.0
Cycle Q Clear(g_c), s	3.7	6.3	1.1	6.3	0.0	35.0	30.0	0.0	0.0	5.8	0.0	30.0
Prop In Lane	1.00		1.00	1.00		0.09	0.36		0.18	1.00		0.40
Lane Grp Cap(c), veh/h	159	738	603	178	0	725	118	0	0	282	0	442
V/C Ratio(X)	0.50	0.27	0.05	0.75	0.00	1.13	2.49	0.00	0.00	0.19	0.00	1.01
Avail Cap(c_a), veh/h	413	738	603	413	0	725	118	0	0	282	0	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	17.9	16.4	38.0	0.0	25.9	28.7	0.0	0.0	20.5	0.0	28.4
Incr Delay (d2), s/veh	0.9	0.3	0.0	2.3	0.0	76.7	693.0	0.0	0.0	0.1	0.0	44.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.3	0.5	3.2	0.0	32.6	25.6	0.0	0.0	0.9	0.0	15.8
LnGrp Delay(d),s/veh	38.6	18.2	16.4	40.3	0.0	102.6	721.7	0.0	0.0	20.6	0.0	72.5
LnGrp LOS	D	B	B	D		F	F			C		F
Approach Vol, veh/h		311			955			294			497	
Approach Delay, s/veh		23.3			93.9			721.7			67.0	
Approach LOS		C			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.1	39.1		34.6	12.2	40.0		34.6
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	20.0	30.0		30.0	20.0	35.0		30.0
Max Q Clear Time (g_c+I1), s	8.3	8.3		32.0	5.7	37.0		32.0
Green Ext Time (p_c), s	0.0	11.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	166.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1350	240	260	1180	180	170	1050	210	240	760	160
Future Volume (veh/h)	280	1350	240	260	1180	180	170	1050	210	240	760	160
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	292	1406	229	271	1229	113	177	1094	195	250	792	141
Adj No. of Lanes	2	3	0	2	2	1	1	3	0	1	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	334	1431	233	412	1276	561	202	1181	210	214	1210	213
Arrive On Green	0.10	0.32	0.32	0.12	0.36	0.36	0.11	0.27	0.27	0.12	0.28	0.28
Sat Flow, veh/h	3476	4430	721	3476	3574	1572	1792	4374	779	1792	4373	772
Grp Volume(v), veh/h	292	1086	549	271	1229	113	177	856	433	250	619	314
Grp Sat Flow(s),veh/h/ln	1738	1712	1727	1738	1787	1572	1792	1712	1729	1792	1712	1721
Q Serve(g_s), s	10.8	40.9	41.0	9.7	43.8	6.5	12.6	31.6	31.7	15.5	20.7	21.0
Cycle Q Clear(g_c), s	10.8	40.9	41.0	9.7	43.8	6.5	12.6	31.6	31.7	15.5	20.7	21.0
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.45	1.00		0.45
Lane Grp Cap(c), veh/h	334	1106	558	412	1276	561	202	924	467	214	947	476
V/C Ratio(X)	0.87	0.98	0.98	0.66	0.96	0.20	0.88	0.93	0.93	1.17	0.65	0.66
Avail Cap(c_a), veh/h	334	1106	558	441	1276	561	214	935	472	214	947	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	43.6	43.7	54.8	41.0	29.0	56.8	46.2	46.2	57.3	41.5	41.6
Incr Delay (d2), s/veh	20.9	23.1	34.2	2.4	17.8	0.8	28.8	14.9	24.8	115.2	1.8	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(50%),veh/ln	6.2	22.9	24.8	4.8	24.7	2.9	7.9	16.9	18.4	14.5	10.0	10.5
LnGrp Delay(d),s/veh	78.9	66.7	77.9	57.2	58.7	29.8	85.6	61.1	71.0	172.4	43.4	45.4
LnGrp LOS	E	E	E	E	E	C	F	E	E	F	D	D
Approach Vol, veh/h		1927			1613			1466			1183	
Approach Delay, s/veh		71.7			56.4			67.0			71.2	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	52.4	20.0	40.6	21.4	48.0	19.1	41.5
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	6.0	* 6	4.5	5.5
Max Green Setting (Gmax), s	12.5	46.0	15.5	35.5	16.5	* 42	15.5	35.5
Max Q Clear Time (g_c+I1), s	12.8	45.8	17.5	33.7	11.7	43.0	14.6	23.0
Green Ext Time (p_c), s	0.0	0.2	0.0	1.4	3.4	0.0	0.0	11.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.5
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	80	40	250	100	60	50	1670	530	220	1490	90
Future Volume (veh/h)	90	80	40	250	100	60	50	1670	530	220	1490	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.96		0.93	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	84	35	263	105	58	53	1758	558	232	1568	90
Adj No. of Lanes	0	1	0	0	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	201	76	308	100	55	123	2078	642	263	2396	137
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.07	0.40	0.40	0.15	0.48	0.48
Sat Flow, veh/h	603	652	245	815	326	180	1810	5187	1603	1810	5010	287
Grp Volume(v), veh/h	214	0	0	426	0	0	53	1758	558	232	1082	576
Grp Sat Flow(s),veh/h/ln	1500	0	0	1321	0	0	1810	1729	1603	1810	1729	1840
Q Serve(g_s), s	0.0	0.0	0.0	20.5	0.0	0.0	2.9	31.9	33.2	13.0	24.7	24.7
Cycle Q Clear(g_c), s	11.5	0.0	0.0	32.0	0.0	0.0	2.9	31.9	33.2	13.0	24.7	24.7
Prop In Lane	0.44		0.16	0.62		0.14	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	513	0	0	463	0	0	123	2078	642	263	1654	880
V/C Ratio(X)	0.42	0.00	0.00	0.92	0.00	0.00	0.43	0.85	0.87	0.88	0.65	0.65
Avail Cap(c_a), veh/h	513	0	0	463	0	0	436	2249	695	436	1654	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	37.2	0.0	0.0	46.4	28.2	28.6	43.5	20.6	20.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	23.8	0.0	0.0	2.4	3.2	11.3	6.3	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	15.1	0.0	0.0	1.5	15.7	16.6	7.0	12.0	13.0
LnGrp Delay(d),s/veh	29.4	0.0	0.0	60.9	0.0	0.0	48.8	31.4	39.9	49.8	21.6	22.6
LnGrp LOS	C			E			D	C	D	D	C	C
Approach Vol, veh/h		214			426			2369			1890	
Approach Delay, s/veh		29.4			60.9			33.8			25.4	
Approach LOS		C			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.6	47.6		36.6	11.5	55.6		36.6
Change Period (Y+Rc), s	4.5	6.0		4.6	4.5	6.0		4.6
Max Green Setting (Gmax), s	25.0	45.0		32.0	25.0	45.0		32.0
Max Q Clear Time (g_c+I1), s	15.0	35.2		13.5	4.9	26.7		34.0
Green Ext Time (p_c), s	0.1	6.4		5.6	0.1	18.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	100	10	420	10	350	70	480	640	10
Future Volume (veh/h)	10	10	10	100	10	420	10	350	70	480	640	10
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1900	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	11	11	2	109	11	290	11	380	11	522	696	10
Adj No. of Lanes	0	1	0	0	1	0	0	1	1	1	1	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	177	163	26	153	27	312	11	391	333	607	626	9
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.21	0.21	0.21	0.34	0.34	0.34
Sat Flow, veh/h	417	577	90	361	96	1105	53	1826	1553	1792	1849	27
Grp Volume(v), veh/h	24	0	0	410	0	0	391	0	11	522	0	706
Grp Sat Flow(s),veh/h/ln	1084	0	0	1562	0	0	1879	0	1553	1792	0	1875
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	18.3	0.0	0.5	24.1	0.0	30.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	22.6	0.0	0.0	18.3	0.0	0.5	24.1	0.0	30.0
Prop In Lane	0.46		0.08	0.27		0.71	0.03		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	365	0	0	492	0	0	403	0	333	607	0	635
V/C Ratio(X)	0.07	0.00	0.00	0.83	0.00	0.00	0.97	0.00	0.03	0.86	0.00	1.11
Avail Cap(c_a), veh/h	387	0	0	517	0	0	403	0	333	607	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	30.8	0.0	0.0	34.5	0.0	27.5	27.4	0.0	29.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.0	0.0	0.0	37.2	0.0	0.1	12.3	0.0	70.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	11.0	0.0	0.0	13.6	0.0	0.2	14.0	0.0	27.8
LnGrp Delay(d),s/veh	23.2	0.0	0.0	40.8	0.0	0.0	71.7	0.0	27.6	39.7	0.0	99.8
LnGrp LOS	C			D			E		C	D		F
Approach Vol, veh/h		24			410			402			1228	
Approach Delay, s/veh		23.2			40.8			70.5			74.2	
Approach LOS		C			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.0		29.6		24.0		29.6
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6
Max Green Setting (Gmax), s		30.0		26.4		19.0		26.4
Max Q Clear Time (g_c+I1), s		32.0		24.6		20.3		2.8
Green Ext Time (p_c), s		0.0		0.4		0.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	66.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	700	300	230	340	170	220	580	270	210	480	110
Future Volume (veh/h)	190	700	300	230	340	170	220	580	270	210	480	110
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	209	769	225	253	374	88	242	637	237	231	527	99
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	527	436	244	531	451	244	701	261	208	763	143
Arrive On Green	0.13	0.28	0.28	0.14	0.28	0.28	0.14	0.27	0.27	0.12	0.25	0.25
Sat Flow, veh/h	1810	1900	1573	1810	1900	1613	1810	2572	956	1810	3018	564
Grp Volume(v), veh/h	209	769	225	253	374	88	242	447	427	231	314	312
Grp Sat Flow(s),veh/h/ln	1810	1900	1573	1810	1900	1613	1810	1805	1723	1810	1805	1778
Q Serve(g_s), s	11.3	27.7	12.1	13.5	17.7	4.2	13.4	23.9	24.0	11.5	15.7	15.9
Cycle Q Clear(g_c), s	11.3	27.7	12.1	13.5	17.7	4.2	13.4	23.9	24.0	11.5	15.7	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.32
Lane Grp Cap(c), veh/h	240	527	436	244	531	451	244	492	470	208	456	449
V/C Ratio(X)	0.87	1.46	0.52	1.04	0.70	0.20	0.99	0.91	0.91	1.11	0.69	0.69
Avail Cap(c_a), veh/h	244	527	436	244	531	451	244	496	474	208	460	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	36.1	30.5	43.3	32.3	27.5	43.2	35.2	35.2	44.3	33.8	33.9
Incr Delay (d2), s/veh	25.5	217.0	4.3	67.2	7.6	1.0	54.8	20.8	21.6	95.0	4.7	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	46.3	5.7	11.3	10.4	2.0	10.4	14.8	14.2	11.2	8.5	8.4
LnGrp Delay(d),s/veh	68.0	253.2	34.8	110.4	40.0	28.4	97.9	55.9	56.8	139.3	38.5	38.9
LnGrp LOS	E	F	C	F	D	C	F	E	E	F	D	D
Approach Vol, veh/h		1203			715			1116			857	
Approach Delay, s/veh		180.2			63.5			65.4			65.8	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	30.8	17.8	33.4	16.0	32.8	18.0	33.2
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	4.5	5.5
Max Green Setting (Gmax), s	13.5	25.5	13.5	27.5	11.5	27.5	13.5	27.5
Max Q Clear Time (g_c+I1), s	15.4	17.9	13.3	19.7	13.5	26.0	15.5	29.7
Green Ext Time (p_c), s	0.0	5.8	0.0	5.8	0.0	1.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	100.6
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	960	30	40	570	20	20	10	20	20	20	130
Future Volume (veh/h)	110	960	30	40	570	20	20	10	20	20	20	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	1055	32	44	626	21	22	11	1	22	22	7
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	1296	39	115	1231	41	125	53	4	111	93	142
Arrive On Green	0.10	0.71	0.71	0.13	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	1833	56	1810	1826	61	748	599	41	649	1060	1606
Grp Volume(v), veh/h	121	0	1087	44	0	647	34	0	0	44	0	7
Grp Sat Flow(s),veh/h/ln	1810	0	1888	1810	0	1887	1388	0	0	1710	0	1606
Q Serve(g_s), s	6.5	0.0	39.7	2.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	6.5	0.0	39.7	2.2	0.0	0.0	2.9	0.0	0.0	2.2	0.0	0.4
Prop In Lane	1.00		0.03	1.00		0.03	0.65		0.03	0.50		1.00
Lane Grp Cap(c), veh/h	175	0	1336	115	0	1273	182	0	0	205	0	142
V/C Ratio(X)	0.69	0.00	0.81	0.38	0.00	0.51	0.19	0.00	0.00	0.21	0.00	0.05
Avail Cap(c_a), veh/h	208	0	1336	190	0	1273	543	0	0	588	0	520
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.77	0.00	0.77	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	10.1	41.9	0.0	0.0	42.7	0.0	0.0	42.6	0.0	41.8
Incr Delay (d2), s/veh	5.1	0.0	5.5	0.6	0.0	1.1	0.2	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	22.3	1.1	0.0	0.4	0.9	0.0	0.0	1.1	0.0	0.2
LnGrp Delay(d),s/veh	48.9	0.0	15.6	42.4	0.0	1.1	42.9	0.0	0.0	42.8	0.0	41.8
LnGrp LOS	D		B	D		A	D			D		D
Approach Vol, veh/h		1208			691			34			51	
Approach Delay, s/veh		18.9			3.7			42.9			42.6	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.8	75.7		13.4	14.2	72.4		13.4
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	43.0		32.4	11.5	42.0		32.4
Max Q Clear Time (g_c+I1), s	4.2	41.7		4.2	8.5	2.0		4.9
Green Ext Time (p_c), s	0.0	1.2		0.3	0.0	27.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	930	70	70	560	10	60	10	70	10	10	10
Future Volume (veh/h)	10	930	70	70	560	10	60	10	70	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1069	78	80	644	11	69	11	31	11	11	0
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	985	72	145	1151	20	142	23	64	34	34	0
Arrive On Green	0.03	0.56	0.56	0.16	1.00	1.00	0.13	0.13	0.13	0.04	0.04	0.00
Sat Flow, veh/h	1810	1746	127	1810	1862	32	1075	171	483	927	927	0
Grp Volume(v), veh/h	11	0	1147	80	0	655	111	0	0	22	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1874	1810	0	1894	1729	0	0	1854	0	0
Q Serve(g_s), s	0.6	0.0	56.4	4.1	0.0	0.0	6.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	56.4	4.1	0.0	0.0	6.0	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.02	0.62		0.28	0.50		0.00
Lane Grp Cap(c), veh/h	48	0	1057	145	0	1170	229	0	0	68	0	0
V/C Ratio(X)	0.23	0.00	1.09	0.55	0.00	0.56	0.49	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	208	0	1057	190	0	1170	526	0	0	174	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.00	0.32	0.57	0.00	0.57	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.7	0.0	21.8	40.3	0.0	0.0	40.2	0.0	0.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	44.4	0.7	0.0	1.1	0.6	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(50%),veh/ln	0.3	0.0	41.8	2.0	0.0	0.4	2.9	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	48.0	0.0	66.2	41.0	0.0	1.1	40.8	0.0	0.0	48.0	0.0	0.0
LnGrp LOS	D		F	D		A	D			D		
Approach Vol, veh/h		1158			735			111			22	
Approach Delay, s/veh		66.0			5.4			40.8			48.0	
Approach LOS		E			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.5	61.4		8.3	7.1	66.8		17.8
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	10.5	31.0		9.4	11.5	30.0		30.4
Max Q Clear Time (g_c+I1), s	6.1	58.4		3.2	2.6	2.0		8.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	22.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	42.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	830	20	10	450	100	10	10	20	130	10	200
Future Volume (veh/h)	160	830	20	10	450	100	10	10	20	130	10	200
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	892	22	11	484	98	11	11	3	140	11	21
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	666	1314	32	38	549	111	123	111	25	252	73	139
Arrive On Green	0.74	1.00	1.00	0.02	0.36	0.36	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1810	1845	46	1810	1524	308	563	885	197	1396	577	1102
Grp Volume(v), veh/h	172	0	914	11	0	582	25	0	0	140	0	32
Grp Sat Flow(s),veh/h/ln	1810	0	1891	1810	0	1832	1645	0	0	1396	0	1679
Q Serve(g_s), s	3.1	0.0	0.0	0.6	0.0	29.8	0.0	0.0	0.0	8.2	0.0	1.7
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.6	0.0	29.8	1.2	0.0	0.0	9.4	0.0	1.7
Prop In Lane	1.00		0.02	1.00		0.17	0.44		0.12	1.00		0.66
Lane Grp Cap(c), veh/h	666	0	1346	38	0	660	259	0	0	252	0	211
V/C Ratio(X)	0.26	0.00	0.68	0.29	0.00	0.88	0.10	0.00	0.00	0.56	0.00	0.15
Avail Cap(c_a), veh/h	666	0	1346	172	0	824	479	0	0	445	0	443
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	48.2	0.0	30.0	38.7	0.0	0.0	42.2	0.0	39.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	1.5	0.0	15.7	0.1	0.0	0.0	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.1	0.3	0.0	17.9	0.6	0.0	0.0	3.8	0.0	0.8
LnGrp Delay(d),s/veh	8.8	0.0	0.3	49.7	0.0	45.7	38.8	0.0	0.0	42.9	0.0	39.1
LnGrp LOS	A		A	D		D	D			D		D
Approach Vol, veh/h		1086			593			25			172	
Approach Delay, s/veh		1.6			45.8			38.8			42.2	
Approach LOS		A			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	41.8	41.0		17.2	6.6	76.2		17.2
Change Period (Y+Rc), s	5.0	* 5		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	14.5	* 45		26.4	9.5	50.0		26.4
Max Q Clear Time (g_c+I1), s	5.1	31.8		11.4	2.6	2.0		3.2
Green Ext Time (p_c), s	5.9	4.2		0.3	0.0	14.3		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	30	500	20	50	10	360	1170	20	10	810	100
Future Volume (veh/h)	330	30	500	20	50	10	360	1170	20	10	810	100
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	335	60	283	22	54	7	387	1258	21	11	871	99
Adj No. of Lanes	1	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	273	78	369	71	159	18	411	2113	35	37	1218	138
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.23	0.59	0.59	0.02	0.38	0.38
Sat Flow, veh/h	1346	285	1342	120	577	64	1792	3594	60	1792	3217	366
Grp Volume(v), veh/h	335	0	343	83	0	0	387	625	654	11	484	486
Grp Sat Flow(s),veh/h/ln	1346	0	1627	761	0	0	1792	1787	1867	1792	1787	1795
Q Serve(g_s), s	8.7	0.0	23.2	1.0	0.0	0.0	25.5	26.6	26.6	0.7	27.7	27.7
Cycle Q Clear(g_c), s	33.0	0.0	23.2	24.3	0.0	0.0	25.5	26.6	26.6	0.7	27.7	27.7
Prop In Lane	1.00		0.83	0.27		0.08	1.00		0.03	1.00		0.20
Lane Grp Cap(c), veh/h	273	0	447	247	0	0	411	1051	1098	37	677	680
V/C Ratio(X)	1.23	0.00	0.77	0.34	0.00	0.00	0.94	0.60	0.60	0.30	0.72	0.72
Avail Cap(c_a), veh/h	273	0	447	247	0	0	463	1051	1098	239	677	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	0.0	40.0	34.4	0.0	0.0	45.4	15.7	15.7	57.9	31.8	31.8
Incr Delay (d2), s/veh	130.0	0.0	7.1	0.3	0.0	0.0	25.0	2.5	2.4	1.7	6.4	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.9	0.0	11.3	2.1	0.0	0.0	15.4	13.8	14.3	0.4	14.8	14.8
LnGrp Delay(d),s/veh	179.6	0.0	47.0	34.7	0.0	0.0	70.4	18.2	18.1	59.6	38.1	38.1
LnGrp LOS	F		D	C			E	B	B	E	D	D
Approach Vol, veh/h		678			83			1666			981	
Approach Delay, s/veh		112.6			34.7			30.3			38.3	
Approach LOS		F			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.6	50.4		38.0	6.5	75.5		38.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	31.0	42.0		33.0	16.0	57.0		33.0
Max Q Clear Time (g_c+I1), s	27.5	29.7		26.3	2.7	28.6		35.0
Green Ext Time (p_c), s	0.1	11.1		1.5	0.0	23.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.1
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	420	120	100	480	510	170	1540	40	430	1200	130
Future Volume (veh/h)	110	420	120	100	480	510	170	1540	40	430	1200	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	429	96	102	490	313	173	1571	40	439	1224	127
Adj No. of Lanes	1	2	0	1	2	1	2	2	0	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	823	183	151	1013	444	365	1298	33	382	1208	125
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.10	0.36	0.36	0.11	0.37	0.37
Sat Flow, veh/h	1810	2925	649	1810	3610	1584	3510	3595	91	3510	3301	342
Grp Volume(v), veh/h	112	263	262	102	490	313	173	787	824	439	668	683
Grp Sat Flow(s),veh/h/ln	1810	1805	1769	1810	1805	1584	1755	1805	1882	1755	1805	1838
Q Serve(g_s), s	6.9	14.1	14.4	6.3	13.0	20.4	5.3	41.5	41.5	12.5	42.1	42.1
Cycle Q Clear(g_c), s	6.9	14.1	14.4	6.3	13.0	20.4	5.3	41.5	41.5	12.5	42.1	42.1
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.05	1.00		0.19
Lane Grp Cap(c), veh/h	153	508	498	151	1013	444	365	652	679	382	660	672
V/C Ratio(X)	0.73	0.52	0.53	0.67	0.48	0.70	0.47	1.21	1.21	1.15	1.01	1.02
Avail Cap(c_a), veh/h	165	612	600	165	1224	537	382	652	679	382	660	672
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	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	34.8	34.9	51.2	34.4	37.1	48.6	36.7	36.7	51.3	36.5	36.5
Incr Delay (d2), s/veh	11.9	1.2	1.2	7.0	0.5	4.0	0.2	101.7	103.5	93.8	37.8	38.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.2	7.2	3.4	6.5	9.4	2.6	39.0	41.1	11.0	27.9	28.5
LnGrp Delay(d),s/veh	63.3	35.9	36.1	58.1	35.0	41.1	48.8	138.4	140.2	145.0	74.3	75.3
LnGrp LOS	E	D	D	E	C	D	D	F	F	F	F	F
Approach Vol, veh/h		637			905			1784			1790	
Approach Delay, s/veh		40.8			39.7			130.6			92.0	
Approach LOS		D			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	37.4	16.5	47.1	14.2	37.3	17.0	46.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	10.5	39.0	12.5	34.0	10.5	39.0	12.5	34.0
Max Q Clear Time (g_c+I1), s	8.3	16.4	7.3	44.1	8.9	22.4	14.5	43.5
Green Ext Time (p_c), s	0.0	11.2	0.1	0.0	0.0	9.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	89.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	30	120	10	160	40	1520	160	180	1220	20
Future Volume (veh/h)	20	10	30	120	10	160	40	1520	160	180	1220	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	21	10	4	125	10	23	42	1583	161	188	1271	20
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	294	243	97	312	94	216	112	1932	194	179	2263	36
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.06	0.59	0.59	0.10	0.63	0.63
Sat Flow, veh/h	1340	1265	506	1361	490	1127	1792	3266	328	1792	3599	57
Grp Volume(v), veh/h	21	0	14	125	0	33	42	856	888	188	631	660
Grp Sat Flow(s),veh/h/ln	1340	0	1771	1361	0	1617	1792	1787	1806	1792	1787	1869
Q Serve(g_s), s	1.6	0.0	0.8	9.9	0.0	2.0	2.7	45.1	47.4	12.0	24.3	24.3
Cycle Q Clear(g_c), s	3.6	0.0	0.8	10.7	0.0	2.0	2.7	45.1	47.4	12.0	24.3	24.3
Prop In Lane	1.00		0.29	1.00		0.70	1.00		0.18	1.00		0.03
Lane Grp Cap(c), veh/h	294	0	340	312	0	310	112	1057	1069	179	1124	1175
V/C Ratio(X)	0.07	0.00	0.04	0.40	0.00	0.11	0.37	0.81	0.83	1.05	0.56	0.56
Avail Cap(c_a), veh/h	417	0	502	437	0	458	269	1057	1069	179	1124	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	39.5	43.9	0.0	40.0	54.0	19.2	19.7	54.0	12.8	12.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.1	0.8	6.7	7.5	80.9	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	3.7	0.0	0.9	1.4	24.1	25.7	9.9	12.6	13.1
LnGrp Delay(d),s/veh	41.5	0.0	39.5	44.2	0.0	40.1	54.7	25.9	27.2	134.9	14.8	14.7
LnGrp LOS	D		D	D		D	D	C	C	F	B	B
Approach Vol, veh/h		35			158			1786			1479	
Approach Delay, s/veh		40.7			43.3			27.2			30.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	76.0		28.0	11.5	80.5		28.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	12.0	60.0		34.0	18.0	54.0		34.0
Max Q Clear Time (g_c+I1), s	14.0	49.4		5.6	4.7	26.3		12.7
Green Ext Time (p_c), s	0.0	10.4		0.4	0.0	26.4		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	29.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	60	80	40	60	100	120	1650	60	40	1300	90
Future Volume (veh/h)	90	60	80	40	60	100	120	1650	60	40	1300	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.95	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	62	22	42	62	10	125	1719	60	42	1354	91
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	176	62	155	245	42	150	2434	85	98	2252	151
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.08	0.68	0.68	0.05	0.66	0.66
Sat Flow, veh/h	1030	1206	428	726	1677	284	1810	3556	124	1810	3434	230
Grp Volume(v), veh/h	94	0	84	56	0	58	125	869	910	42	710	735
Grp Sat Flow(s),veh/h/ln	1030	0	1634	1026	0	1661	1810	1805	1875	1810	1805	1859
Q Serve(g_s), s	8.9	0.0	6.0	3.9	0.0	4.0	8.8	38.0	38.7	2.9	29.0	29.3
Cycle Q Clear(g_c), s	12.9	0.0	6.0	9.9	0.0	4.0	8.8	38.0	38.7	2.9	29.0	29.3
Prop In Lane	1.00		0.26	0.76		0.17	1.00		0.07	1.00		0.12
Lane Grp Cap(c), veh/h	206	0	239	198	0	243	150	1236	1283	98	1184	1219
V/C Ratio(X)	0.46	0.00	0.35	0.28	0.00	0.24	0.84	0.70	0.71	0.43	0.60	0.60
Avail Cap(c_a), veh/h	297	0	352	296	0	358	216	1236	1283	146	1184	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	54.9	0.0	50.0	53.1	0.0	49.1	58.8	12.5	12.6	59.5	12.7	12.7
Incr Delay (d2), s/veh	0.6	0.0	0.3	0.3	0.0	0.2	11.9	3.4	3.3	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	2.8	1.9	0.0	1.9	4.9	20.0	20.9	1.5	14.5	15.0
LnGrp Delay(d),s/veh	55.5	0.0	50.3	53.4	0.0	49.3	70.6	15.8	15.9	59.6	12.9	12.9
LnGrp LOS	E		D	D		D	E	B	B	E	B	B
Approach Vol, veh/h		178			114			1904			1487	
Approach Delay, s/veh		53.0			51.3			19.5			14.2	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	94.5		24.0	15.3	90.8		24.0
Change Period (Y+Rc), s	4.5	5.5		5.0	4.5	5.5		5.0
Max Green Setting (Gmax), s	10.5	76.5		28.0	15.5	71.5		28.0
Max Q Clear Time (g_c+I1), s	4.9	40.7		14.9	10.8	31.3		11.9
Green Ext Time (p_c), s	0.0	34.4		0.9	0.0	38.5		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	20	20	230	20	220	30	330	150	130	230	20
Future Volume (veh/h)	60	20	20	230	20	220	30	330	150	130	230	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.86		0.81	0.86		0.81	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	66	22	11	253	22	46	33	363	150	143	253	20
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	356	114	49	529	170	355	116	413	171	235	682	54
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.06	0.33	0.33	0.13	0.40	0.40
Sat Flow, veh/h	776	313	136	1186	468	978	1792	1250	517	1792	1719	136
Grp Volume(v), veh/h	99	0	0	253	0	68	33	0	513	143	0	273
Grp Sat Flow(s),veh/h/ln	1225	0	0	1186	0	1445	1792	0	1767	1792	0	1855
Q Serve(g_s), s	3.0	0.0	0.0	7.6	0.0	2.5	1.4	0.0	22.0	6.0	0.0	8.4
Cycle Q Clear(g_c), s	5.5	0.0	0.0	13.1	0.0	2.5	1.4	0.0	22.0	6.0	0.0	8.4
Prop In Lane	0.67		0.11	1.00		0.68	1.00		0.29	1.00		0.07
Lane Grp Cap(c), veh/h	519	0	0	529	0	524	116	0	584	235	0	736
V/C Ratio(X)	0.19	0.00	0.00	0.48	0.00	0.13	0.28	0.00	0.88	0.61	0.00	0.37
Avail Cap(c_a), veh/h	533	0	0	542	0	540	558	0	660	558	0	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	20.3	0.0	17.1	35.7	0.0	25.4	32.9	0.0	17.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.5	0.0	12.6	0.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	4.5	0.0	1.0	0.7	0.0	12.7	3.0	0.0	4.3
LnGrp Delay(d),s/veh	18.2	0.0	0.0	20.6	0.0	17.1	36.2	0.0	38.0	33.8	0.0	17.6
LnGrp LOS	B			C		B	D		D	C		B
Approach Vol, veh/h		99			321			546			416	
Approach Delay, s/veh		18.2			19.9			37.8			23.2	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		33.7	9.7	36.8		33.7	15.0	31.5
Change Period (Y+Rc), s		4.6	4.5	5.0		4.6	4.5	5.0
Max Green Setting (Gmax), s		30.0	25.0	30.0		30.0	25.0	30.0
Max Q Clear Time (g_c+I1), s		7.5	3.4	10.4		15.1	8.0	24.0
Green Ext Time (p_c), s		1.3	0.0	7.0		1.2	0.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	360	260	300	510	210	230	1090	240	220	900	140
Future Volume (veh/h)	110	360	260	300	510	210	230	1090	240	220	900	140
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	113	371	157	309	526	69	237	1124	221	227	928	130
Adj No. of Lanes	1	2	0	1	2	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	149	555	231	296	1111	476	262	1346	265	246	1401	195
Arrive On Green	0.08	0.23	0.23	0.17	0.31	0.31	0.15	0.31	0.31	0.14	0.31	0.31
Sat Flow, veh/h	1792	2428	1008	1792	3574	1532	1792	4275	840	1792	4521	630
Grp Volume(v), veh/h	113	271	257	309	526	69	237	900	445	227	702	356
Grp Sat Flow(s),veh/h/ln	1792	1787	1649	1792	1787	1532	1792	1712	1692	1792	1712	1728
Q Serve(g_s), s	8.0	17.9	18.5	21.5	15.5	2.9	16.9	31.8	31.8	16.3	23.1	23.3
Cycle Q Clear(g_c), s	8.0	17.9	18.5	21.5	15.5	2.9	16.9	31.8	31.8	16.3	23.1	23.3
Prop In Lane	1.00		0.61	1.00		1.00	1.00		0.50	1.00		0.36
Lane Grp Cap(c), veh/h	149	409	377	296	1111	476	262	1078	533	246	1061	535
V/C Ratio(X)	0.76	0.66	0.68	1.04	0.47	0.14	0.91	0.83	0.84	0.92	0.66	0.67
Avail Cap(c_a), veh/h	158	461	425	296	1196	513	393	1159	573	246	1061	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	45.6	45.8	54.2	36.2	15.1	54.6	41.4	41.4	55.4	38.9	39.0
Incr Delay (d2), s/veh	15.6	2.1	2.7	63.9	0.1	0.1	13.5	7.7	14.4	36.7	3.2	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	9.1	8.7	15.9	7.6	1.2	9.3	16.1	17.0	10.6	11.4	12.0
LnGrp Delay(d),s/veh	73.9	47.7	48.5	118.1	36.3	15.2	68.2	49.0	55.8	92.1	42.2	45.4
LnGrp LOS	E	D	D	F	D	B	E	D	E	F	D	D
Approach Vol, veh/h		641			904			1582			1285	
Approach Delay, s/veh		52.6			62.7			53.8			51.9	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	45.3	15.3	45.9	22.8	45.9	26.0	35.2
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	5.0	* 5	4.5	5.5
Max Green Setting (Gmax), s	28.5	27.0	11.5	43.5	11.5	* 44	21.5	33.5
Max Q Clear Time (g_c+I1), s	18.9	25.3	10.0	17.5	18.3	33.8	23.5	20.5
Green Ext Time (p_c), s	0.1	1.3	0.0	5.1	0.0	7.1	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	660	90	250	780	100	160	150	290	130	130	40
Future Volume (veh/h)	100	660	90	250	780	100	160	150	290	130	130	40
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	106	702	87	266	830	49	170	160	258	138	138	33
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	131	880	109	292	1311	555	453	159	257	223	240	58
Arrive On Green	0.07	0.28	0.28	0.16	0.37	0.37	0.25	0.25	0.25	0.15	0.15	0.15
Sat Flow, veh/h	1792	3179	394	1792	3574	1514	1792	631	1017	1533	1649	400
Grp Volume(v), veh/h	106	394	395	266	830	49	170	0	418	162	0	147
Grp Sat Flow(s),veh/h/ln	1792	1787	1786	1792	1787	1514	1792	0	1648	1805	0	1777
Q Serve(g_s), s	6.9	24.3	24.3	17.3	22.7	2.5	9.3	0.0	30.0	10.0	0.0	9.1
Cycle Q Clear(g_c), s	6.9	24.3	24.3	17.3	22.7	2.5	9.3	0.0	30.0	10.0	0.0	9.1
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.62	0.85		0.23
Lane Grp Cap(c), veh/h	131	495	494	292	1311	555	453	0	417	263	0	259
V/C Ratio(X)	0.81	0.80	0.80	0.91	0.63	0.09	0.38	0.00	1.00	0.62	0.00	0.57
Avail Cap(c_a), veh/h	302	602	602	302	1311	555	453	0	417	456	0	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.2	39.8	39.8	48.8	31.0	24.6	36.6	0.0	44.3	47.6	0.0	47.2
Incr Delay (d2), s/veh	4.4	6.9	7.0	28.8	1.2	0.1	0.2	0.0	44.9	0.9	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(50%),veh/ln	3.6	12.9	12.9	10.9	11.4	1.1	4.6	0.0	18.7	5.1	0.0	4.5
LnGrp Delay(d),s/veh	58.6	46.7	46.8	77.6	32.2	24.7	36.8	0.0	89.3	48.5	0.0	47.9
LnGrp LOS	E	D	D	E	C	C	D		F	D		D
Approach Vol, veh/h		895			1145			588			309	
Approach Delay, s/veh		48.2			42.4			74.1			48.2	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.2	49.0		34.6	23.8	38.4		21.9
Change Period (Y+Rc), s	4.5	5.5		4.6	4.5	5.5		4.6
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	8.9	24.7		32.0	19.3	26.3		12.0
Green Ext Time (p_c), s	0.0	11.3		0.0	0.0	6.5		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	640	150	240	710	180	160	1200	200	250	1260	290
Future Volume (veh/h)	280	640	150	240	710	180	160	1200	200	250	1260	290
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.95	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	295	674	143	253	747	172	168	1263	134	263	1326	279
Adj No. of Lanes	2	2	0	2	2	0	2	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	334	933	198	303	897	207	293	1498	447	473	1479	311
Arrive On Green	0.10	0.32	0.32	0.09	0.31	0.31	0.06	0.20	0.20	0.14	0.35	0.35
Sat Flow, veh/h	3476	2884	611	3476	2853	657	3476	5136	1532	3476	4213	886
Grp Volume(v), veh/h	295	417	400	253	468	451	168	1263	134	263	1077	528
Grp Sat Flow(s),veh/h/ln	1738	1787	1708	1738	1787	1723	1738	1712	1532	1738	1712	1675
Q Serve(g_s), s	10.9	26.8	26.9	9.3	31.6	31.6	6.1	30.8	7.5	9.2	38.7	38.8
Cycle Q Clear(g_c), s	10.9	26.8	26.9	9.3	31.6	31.6	6.1	30.8	7.5	9.2	38.7	38.8
Prop In Lane	1.00		0.36	1.00		0.38	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	334	578	553	303	562	542	293	1498	447	473	1202	588
V/C Ratio(X)	0.88	0.72	0.72	0.83	0.83	0.83	0.57	0.84	0.30	0.56	0.90	0.90
Avail Cap(c_a), veh/h	334	584	559	334	584	563	735	1560	465	473	1202	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.62	0.62	0.62	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	38.8	38.8	58.4	41.4	41.4	59.0	49.4	24.2	52.5	39.9	40.0
Incr Delay (d2), s/veh	11.5	2.1	2.2	9.1	6.6	6.8	0.5	4.9	1.4	0.9	10.6	19.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	13.6	13.0	4.8	16.6	16.1	3.0	15.3	3.3	4.5	20.0	21.0
LnGrp Delay(d),s/veh	69.5	40.9	41.1	67.5	47.9	48.2	59.6	54.3	25.5	53.4	50.5	58.9
LnGrp LOS	E	D	D	E	D	D	E	D	C	D	D	E
Approach Vol, veh/h		1112			1172			1565			1868	
Approach Delay, s/veh		48.6			52.3			52.4			53.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	47.5	15.5	51.1	17.0	46.4	23.2	43.4
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	12.5	42.5	27.5	27.5	12.5	42.5	15.5	* 40
Max Q Clear Time (g_c+I1), s	11.3	28.9	8.1	40.8	12.9	33.6	11.2	32.8
Green Ext Time (p_c), s	0.0	10.5	0.1	0.0	0.0	7.3	0.5	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	850	120	180	620	70	140	330	210	170	260	160
Future Volume (veh/h)	60	850	120	180	620	70	140	330	210	170	260	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.84	1.00		0.86	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	66	934	120	198	681	68	154	363	207	187	286	152
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	941	121	181	1064	106	183	305	174	181	322	171
Arrive On Green	0.07	0.31	0.31	0.10	0.34	0.34	0.10	0.29	0.29	0.10	0.29	0.29
Sat Flow, veh/h	1757	3048	391	1757	3155	314	1757	1038	592	1757	1101	585
Grp Volume(v), veh/h	66	537	517	198	378	371	154	0	570	187	0	438
Grp Sat Flow(s),veh/h/ln	1757	1752	1687	1757	1752	1717	1757	0	1630	1757	0	1687
Q Serve(g_s), s	3.7	31.1	31.2	10.5	18.6	18.7	8.8	0.0	30.0	10.5	0.0	25.3
Cycle Q Clear(g_c), s	3.7	31.1	31.2	10.5	18.6	18.7	8.8	0.0	30.0	10.5	0.0	25.3
Prop In Lane	1.00		0.23	1.00		0.18	1.00		0.36	1.00		0.35
Lane Grp Cap(c), veh/h	131	541	521	181	591	579	183	0	479	181	0	494
V/C Ratio(X)	0.50	0.99	0.99	1.09	0.64	0.64	0.84	0.00	1.19	1.03	0.00	0.89
Avail Cap(c_a), veh/h	157	541	521	181	591	579	184	0	479	181	0	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	0.00	1.00	0.83	0.00	0.83
Uniform Delay (d), s/veh	45.4	35.1	35.1	45.8	28.6	28.6	44.8	0.0	36.0	45.8	0.0	34.5
Incr Delay (d2), s/veh	0.7	29.1	29.8	94.5	5.2	5.4	26.4	0.0	104.3	70.2	0.0	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	19.4	18.8	9.8	9.9	9.7	5.6	0.0	27.3	8.6	0.0	13.9
LnGrp Delay(d),s/veh	46.1	64.2	64.9	140.3	33.8	34.0	71.2	0.0	140.3	116.1	0.0	49.9
LnGrp LOS	D	E	E	F	C	C	E		F	F		D
Approach Vol, veh/h		1120			947			724			625	
Approach Delay, s/veh		63.5			56.1			125.6			69.7	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	37.0	15.1	34.9	12.1	39.9	15.0	35.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	10.5	31.5	10.7	29.8	9.1	32.9	10.5	30.0
Max Q Clear Time (g_c+I1), s	12.5	33.2	10.8	27.3	5.7	20.7	12.5	32.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	9.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	890	130	10	380	60	60	120	40	60	90	80
Future Volume (veh/h)	120	890	130	10	380	60	60	120	40	60	90	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.92	0.97		0.96	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	128	947	131	11	404	51	64	128	28	64	96	44
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	622	1720	238	52	703	88	333	412	90	323	334	153
Arrive On Green	0.35	0.55	0.55	0.03	0.22	0.22	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1792	3125	432	1792	3162	395	1221	1484	325	1205	1206	553
Grp Volume(v), veh/h	128	541	537	11	227	228	64	0	156	64	0	140
Grp Sat Flow(s),veh/h/ln	1792	1787	1770	1792	1787	1770	1221	0	1809	1205	0	1758
Q Serve(g_s), s	5.1	19.9	19.9	0.6	11.5	11.7	4.4	0.0	7.0	4.5	0.0	6.4
Cycle Q Clear(g_c), s	5.1	19.9	19.9	0.6	11.5	11.7	10.8	0.0	7.0	11.5	0.0	6.4
Prop In Lane	1.00		0.24	1.00		0.22	1.00		0.18	1.00		0.31
Lane Grp Cap(c), veh/h	622	984	974	52	398	394	333	0	502	323	0	488
V/C Ratio(X)	0.21	0.55	0.55	0.21	0.57	0.58	0.19	0.00	0.31	0.20	0.00	0.29
Avail Cap(c_a), veh/h	622	984	974	220	675	668	430	0	646	418	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	14.8	14.8	48.4	35.3	35.4	33.2	0.0	29.1	33.7	0.0	28.9
Incr Delay (d2), s/veh	0.1	2.2	2.2	0.7	5.8	6.1	0.1	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	10.4	10.3	0.3	6.3	6.4	1.5	0.0	3.5	1.5	0.0	3.1
LnGrp Delay(d),s/veh	23.5	17.0	17.0	49.1	41.1	41.5	33.3	0.0	29.3	33.8	0.0	29.0
LnGrp LOS	C	B	B	D	D	D	C		C	C		C
Approach Vol, veh/h		1206			466			220			204	
Approach Delay, s/veh		17.7			41.5			30.4			30.5	
Approach LOS		B			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	61.7		32.9	40.9	28.2		32.9
Change Period (Y+Rc), s	4.5	5.5		4.6	5.5	* 5.5		4.6
Max Green Setting (Gmax), s	12.5	38.5		36.4	12.5	* 39		36.4
Max Q Clear Time (g_c+I1), s	2.6	21.9		13.5	7.1	13.7		12.8
Green Ext Time (p_c), s	0.0	8.5		1.3	3.6	3.8		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	850	230	340	800	260	220	920	560	220	1150	330
Future Volume (veh/h)	260	850	230	340	800	260	220	920	560	220	1150	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	271	885	85	354	833	118	229	958	383	229	1198	177
Adj No. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	454	1400	414	428	1360	406	294	1877	566	282	1859	567
Arrive On Green	0.13	0.27	0.27	0.12	0.26	0.26	0.08	0.37	0.37	0.03	0.12	0.12
Sat Flow, veh/h	3476	5136	1519	3476	5136	1534	3476	5136	1548	3476	5136	1567
Grp Volume(v), veh/h	271	885	85	354	833	118	229	958	383	229	1198	177
Grp Sat Flow(s),veh/h/ln	1738	1712	1519	1738	1712	1534	1738	1712	1548	1738	1712	1567
Q Serve(g_s), s	9.6	19.7	5.6	12.9	18.5	8.0	8.4	18.9	27.1	8.5	28.9	13.4
Cycle Q Clear(g_c), s	9.6	19.7	5.6	12.9	18.5	8.0	8.4	18.9	27.1	8.5	28.9	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	1400	414	428	1360	406	294	1877	566	282	1859	567
V/C Ratio(X)	0.60	0.63	0.21	0.83	0.61	0.29	0.78	0.51	0.68	0.81	0.64	0.31
Avail Cap(c_a), veh/h	495	1501	444	468	1462	437	334	1877	566	334	1859	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.3	41.6	36.4	55.7	41.9	38.1	58.3	32.2	34.8	62.3	49.2	42.4
Incr Delay (d2), s/veh	1.0	0.9	0.3	9.9	0.7	0.4	8.4	1.0	6.4	1.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	9.5	2.4	6.8	8.8	3.4	4.4	9.1	12.5	4.2	13.8	5.9
LnGrp Delay(d),s/veh	54.2	42.5	36.8	65.5	42.6	38.4	66.7	33.2	41.2	63.3	49.4	42.6
LnGrp LOS	D	D	D	E	D	D	E	C	D	E	D	D
Approach Vol, veh/h		1241			1305			1570			1604	
Approach Delay, s/veh		44.7			48.5			40.0			50.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	41.4	15.5	52.6	21.5	40.4	15.1	53.0
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	17.5	38.0	12.5	41.5	18.5	37.0	12.5	41.5
Max Q Clear Time (g_c+I1), s	14.9	21.7	10.4	30.9	11.6	20.5	10.5	29.1
Green Ext Time (p_c), s	0.1	11.8	0.0	9.9	0.3	11.9	0.0	11.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1140	140	160	1120	330	100	310	130	390	610	150
Future Volume (veh/h)	140	1140	140	160	1120	330	100	310	130	390	610	150
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	146	1188	138	167	1167	208	104	323	92	406	635	136
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	316	1034	120	172	1164	514	244	894	250	157	770	165
Arrive On Green	0.09	0.32	0.32	0.10	0.33	0.33	0.14	0.32	0.32	0.09	0.26	0.26
Sat Flow, veh/h	3476	3223	373	1792	3574	1579	1792	2750	770	1792	2922	625
Grp Volume(v), veh/h	146	657	669	167	1167	208	104	208	207	406	388	383
Grp Sat Flow(s),veh/h/ln	1738	1787	1809	1792	1787	1579	1792	1787	1734	1792	1787	1760
Q Serve(g_s), s	4.8	38.5	38.5	11.2	39.1	12.3	6.4	10.7	11.0	10.5	24.5	24.6
Cycle Q Clear(g_c), s	4.8	38.5	38.5	11.2	39.1	12.3	6.4	10.7	11.0	10.5	24.5	24.6
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.44	1.00		0.36
Lane Grp Cap(c), veh/h	316	573	580	172	1164	514	244	581	563	157	471	464
V/C Ratio(X)	0.46	1.15	1.15	0.97	1.00	0.40	0.43	0.36	0.37	2.59	0.82	0.83
Avail Cap(c_a), veh/h	797	573	580	172	1164	514	244	581	563	157	581	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	40.8	40.8	54.1	40.5	31.4	47.5	30.9	31.0	54.7	41.6	41.6
Incr Delay (d2), s/veh	0.4	84.9	86.9	60.1	27.0	0.7	0.4	1.7	1.8	733.7	15.0	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	32.5	33.2	8.4	23.6	5.5	3.2	5.5	5.5	37.1	14.0	13.9
LnGrp Delay(d),s/veh	52.1	125.6	127.7	114.2	67.4	32.2	47.9	32.7	32.9	788.4	56.5	56.9
LnGrp LOS	D	F	F	F	F	C	D	C	C	F	E	E
Approach Vol, veh/h		1472			1542			519			1177	
Approach Delay, s/veh		119.3			67.7			35.8			309.1	
Approach LOS		F			E			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	37.6	15.4	44.6	15.0	45.0	16.0	44.0
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	* 39	27.5	22.5	10.5	39.0	11.5	38.5
Max Q Clear Time (g_c+I1), s	8.4	26.6	6.8	41.1	12.5	13.0	13.2	40.5
Green Ext Time (p_c), s	0.7	5.1	0.1	0.0	0.0	3.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	140.6
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	500	160	240	490	290	100	440	180	260	930	80
Future Volume (veh/h)	80	500	160	240	490	290	100	440	180	260	930	80
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	82	510	131	245	500	216	102	449	83	265	949	27
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	155	702	179	196	657	282	162	598	508	247	688	585
Arrive On Green	0.09	0.25	0.25	0.11	0.27	0.27	0.03	0.10	0.10	0.14	0.37	0.37
Sat Flow, veh/h	1792	2820	721	1792	2417	1038	1792	1881	1599	1792	1881	1599
Grp Volume(v), veh/h	82	322	319	245	369	347	102	449	83	265	949	27
Grp Sat Flow(s),veh/h/ln	1792	1787	1754	1792	1787	1668	1792	1881	1599	1792	1881	1599
Q Serve(g_s), s	4.6	17.4	17.5	11.5	19.9	20.1	5.9	24.4	5.0	14.5	38.4	1.1
Cycle Q Clear(g_c), s	4.6	17.4	17.5	11.5	19.9	20.1	5.9	24.4	5.0	14.5	38.4	1.1
Prop In Lane	1.00		0.41	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	445	436	196	486	453	162	598	508	247	688	585
V/C Ratio(X)	0.53	0.72	0.73	1.25	0.76	0.77	0.63	0.75	0.16	1.07	1.38	0.05
Avail Cap(c_a), veh/h	264	536	526	196	486	453	230	598	508	247	688	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	36.1	36.2	46.8	35.1	35.2	49.2	43.0	34.3	45.3	33.3	21.5
Incr Delay (d2), s/veh	1.0	4.6	4.9	146.9	7.3	8.1	1.2	6.8	0.5	77.3	179.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	9.2	9.1	13.7	10.8	10.3	3.0	13.8	2.3	12.5	54.2	0.5
LnGrp Delay(d),s/veh	46.9	40.8	41.1	193.7	42.4	43.3	50.4	49.7	34.8	122.6	213.2	21.6
LnGrp LOS	D	D	D	F	D	D	D	D	C	F	F	C
Approach Vol, veh/h		723			961			634			1241	
Approach Delay, s/veh		41.6			81.3			47.9			189.7	
Approach LOS		D			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	43.4	16.0	31.6	19.0	38.4	13.6	34.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.5	4.5	5.0	4.5	5.5
Max Green Setting (Gmax), s	13.5	29.0	11.5	31.5	14.5	28.0	15.5	27.5
Max Q Clear Time (g_c+I1), s	7.9	40.4	13.5	19.5	16.5	26.4	6.6	22.1
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	0.0	1.5	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	105.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	20	30	10	50	10	700	20	40	770	50
Future Volume (veh/h)	40	20	20	30	10	50	10	700	20	40	770	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.97		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	21	5	31	10	6	10	722	20	41	794	51
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	90	18	203	63	31	35	1211	34	96	1221	78
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.66	0.66	0.11	1.00	1.00
Sat Flow, veh/h	870	581	117	947	408	198	1810	1838	51	1810	1764	113
Grp Volume(v), veh/h	67	0	0	47	0	0	10	0	742	41	0	845
Grp Sat Flow(s),veh/h/ln	1569	0	0	1554	0	0	1810	0	1889	1810	0	1877
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	0.6	0.0	23.2	2.2	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	2.3	0.0	0.0	0.6	0.0	23.2	2.2	0.0	0.0
Prop In Lane	0.61		0.07	0.66		0.13	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	297	0	0	296	0	0	35	0	1244	96	0	1300
V/C Ratio(X)	0.23	0.00	0.00	0.16	0.00	0.00	0.29	0.00	0.60	0.43	0.00	0.65
Avail Cap(c_a), veh/h	576	0	0	567	0	0	267	0	1244	267	0	1300
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	0.09	0.00	0.09
Uniform Delay (d), s/veh	39.0	0.0	0.0	38.6	0.0	0.0	50.8	0.0	10.1	45.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	1.7	0.0	2.1	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.2	0.0	0.0	0.3	0.0	12.7	1.1	0.0	0.1
LnGrp Delay(d),s/veh	39.2	0.0	0.0	38.7	0.0	0.0	52.4	0.0	12.2	45.5	0.0	0.2
LnGrp LOS	D			D			D		B	D		A
Approach Vol, veh/h		67			47			752			886	
Approach Delay, s/veh		39.2			38.7			12.7			2.3	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	77.7		20.8	10.1	74.2		20.8
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	15.5	40.0		35.4	15.5	40.0		35.4
Max Q Clear Time (g_c+I1), s	2.6	2.0		4.3	4.2	25.2		5.6
Green Ext Time (p_c), s	0.0	22.5		0.4	0.0	11.4		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	390	120	70	440	270	270	290	130	200	170	160
Future Volume (veh/h)	90	390	120	70	440	270	270	290	130	200	170	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	98	424	112	76	478	58	293	315	108	217	185	46
Adj No. of Lanes	2	2	0	1	2	1	1	2	0	2	2	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	421	804	210	200	990	442	332	621	209	427	499	121
Arrive On Green	0.12	0.29	0.29	0.11	0.28	0.28	0.19	0.24	0.24	0.12	0.17	0.17
Sat Flow, veh/h	3476	2804	734	1792	3574	1594	1792	2617	880	3476	2852	692
Grp Volume(v), veh/h	98	269	267	76	478	58	293	213	210	217	114	117
Grp Sat Flow(s),veh/h/ln	1738	1787	1751	1792	1787	1594	1792	1787	1710	1738	1787	1756
Q Serve(g_s), s	2.1	10.2	10.4	3.2	9.0	2.2	12.9	8.3	8.6	4.7	4.5	4.7
Cycle Q Clear(g_c), s	2.1	10.2	10.4	3.2	9.0	2.2	12.9	8.3	8.6	4.7	4.5	4.7
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.51	1.00		0.39
Lane Grp Cap(c), veh/h	421	512	502	200	990	442	332	424	405	427	313	307
V/C Ratio(X)	0.23	0.52	0.53	0.38	0.48	0.13	0.88	0.50	0.52	0.51	0.37	0.38
Avail Cap(c_a), veh/h	1077	997	976	555	1993	889	666	997	954	1292	997	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	24.2	24.2	33.3	24.3	21.9	32.0	26.7	26.8	33.1	29.3	29.4
Incr Delay (d2), s/veh	0.1	1.2	1.2	0.4	0.5	0.2	3.1	1.3	1.5	0.3	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.2	5.1	1.6	4.5	1.0	6.6	4.2	4.2	2.3	2.3	2.4
LnGrp Delay(d),s/veh	32.2	25.3	25.5	33.7	24.9	22.1	35.1	28.0	28.2	33.4	30.4	30.5
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	C	C
Approach Vol, veh/h		634			612			716			448	
Approach Delay, s/veh		26.5			25.7			31.0			31.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	28.6	19.4	19.1	14.3	27.9	14.4	24.1
Change Period (Y+Rc), s	4.5	5.5	4.5	5.0	4.5	5.5	4.5	5.0
Max Green Setting (Gmax), s	25.0	45.0	30.0	45.0	25.0	45.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	5.2	12.4	14.9	6.7	4.1	11.0	6.7	10.6
Green Ext Time (p_c), s	0.0	10.6	0.1	6.3	0.1	10.8	0.1	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	500	280	270	790	70	490	1780	440	120	640	70
Future Volume (veh/h)	60	500	280	270	790	70	490	1780	440	120	640	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	62	521	213	281	823	17	510	1854	359	125	667	23
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	183	668	263	339	824	362	559	1622	712	262	1948	605
Arrive On Green	0.05	0.19	0.19	0.10	0.24	0.24	0.16	0.46	0.46	0.08	0.39	0.39
Sat Flow, veh/h	3408	3527	1390	3408	3505	1539	3408	3505	1539	3408	5036	1563
Grp Volume(v), veh/h	62	495	239	281	823	17	510	1854	359	125	667	23
Grp Sat Flow(s),veh/h/ln	1704	1679	1560	1704	1752	1539	1704	1752	1539	1704	1679	1563
Q Serve(g_s), s	2.3	18.8	19.7	10.8	31.5	0.9	19.7	62.0	21.9	4.7	12.5	1.2
Cycle Q Clear(g_c), s	2.3	18.8	19.7	10.8	31.5	0.9	19.7	62.0	21.9	4.7	12.5	1.2
Prop In Lane	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	636	296	339	824	362	559	1622	712	262	1948	605
V/C Ratio(X)	0.34	0.78	0.81	0.83	1.00	0.05	0.91	1.14	0.50	0.48	0.34	0.04
Avail Cap(c_a), veh/h	216	739	343	339	824	362	725	1622	712	267	1948	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	51.6	52.0	59.2	51.2	24.6	55.1	36.0	25.2	59.3	29.0	25.6
Incr Delay (d2), s/veh	1.5	5.1	13.0	16.4	31.1	0.1	11.8	72.4	2.5	0.5	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.2	9.6	5.9	18.8	0.4	10.2	46.3	9.8	2.2	5.9	0.6
LnGrp Delay(d),s/veh	62.6	56.7	64.9	75.6	82.3	24.6	66.9	108.4	27.8	59.8	29.5	25.7
LnGrp LOS	E	E	E	E	F	C	E	F	C	E	C	C
Approach Vol, veh/h		796			1121			2723			815	
Approach Delay, s/veh		59.7			79.7			90.0			34.1	
Approach LOS		E			E			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	68.0	18.8	30.9	26.5	57.8	12.7	37.0
Change Period (Y+Rc), s	6.0	* 6	5.5	5.5	4.5	6.0	5.5	5.5
Max Green Setting (Gmax), s	10.5	* 62	10.5	29.5	28.5	44.0	8.5	31.5
Max Q Clear Time (g_c+I1), s	6.7	64.0	12.8	21.7	21.7	14.5	4.3	33.5
Green Ext Time (p_c), s	0.3	0.0	0.0	3.5	0.3	6.3	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.1
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	900	80	60	850	20	160	10	90	50	10	170
Future Volume (veh/h)	80	900	80	60	850	20	160	10	90	50	10	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	947	29	63	895	20	168	11	19	53	11	20
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1593	691	81	1535	34	212	128	221	68	76	138
Arrive On Green	0.06	0.45	0.45	0.05	0.43	0.43	0.12	0.21	0.21	0.04	0.13	0.13
Sat Flow, veh/h	1774	3539	1537	1774	3537	79	1774	604	1044	1774	580	1055
Grp Volume(v), veh/h	84	947	29	63	448	467	168	0	30	53	0	31
Grp Sat Flow(s),veh/h/ln	1774	1770	1537	1774	1770	1846	1774	0	1648	1774	0	1636
Q Serve(g_s), s	3.3	14.2	0.7	2.5	13.6	13.6	6.5	0.0	1.0	2.1	0.0	1.2
Cycle Q Clear(g_c), s	3.3	14.2	0.7	2.5	13.6	13.6	6.5	0.0	1.0	2.1	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.63	1.00		0.65
Lane Grp Cap(c), veh/h	110	1593	691	81	768	801	212	0	349	68	0	213
V/C Ratio(X)	0.77	0.59	0.04	0.78	0.58	0.58	0.79	0.00	0.09	0.78	0.00	0.15
Avail Cap(c_a), veh/h	401	2250	977	401	1125	1174	401	0	722	401	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	14.6	10.9	33.4	15.2	15.2	30.3	0.0	22.4	33.8	0.0	27.3
Incr Delay (d2), s/veh	10.5	0.4	0.0	14.5	0.7	0.7	6.6	0.0	0.1	17.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.9	0.3	1.5	6.7	7.0	3.6	0.0	0.5	1.3	0.0	0.6
LnGrp Delay(d),s/veh	43.2	15.0	10.9	47.9	15.9	15.9	36.9	0.0	22.5	51.5	0.0	27.6
LnGrp LOS	D	B	B	D	B	B	D		C	D		C
Approach Vol, veh/h		1060			978			198			84	
Approach Delay, s/veh		17.1			17.9			34.7			42.7	
Approach LOS		B			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	20.0	7.2	36.9	12.5	14.2	8.4	35.7
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	16.0	31.0	16.0	45.0	16.0	29.0	16.0	45.0
Max Q Clear Time (g_c+I1), s	4.1	3.0	4.5	16.2	8.5	3.2	5.3	15.6
Green Ext Time (p_c), s	0.1	0.3	0.1	15.0	0.3	0.3	0.1	15.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	450	430	100	320	60	630	1060	280	100	530	210
Future Volume (veh/h)	180	450	430	100	320	60	630	1060	280	100	530	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	184	459	170	102	327	16	643	1082	268	102	541	43
Adj No. of Lanes	1	1	1	2	1	1	2	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	619	514	276	507	431	851	953	235	175	677	296
Arrive On Green	0.13	0.33	0.33	0.08	0.27	0.27	0.25	0.34	0.34	0.10	0.19	0.19
Sat Flow, veh/h	1774	1863	1547	3442	1863	1583	3442	2808	691	1774	3539	1546
Grp Volume(v), veh/h	184	459	170	102	327	16	643	679	671	102	541	43
Grp Sat Flow(s),veh/h/ln	1774	1863	1547	1721	1863	1583	1721	1770	1729	1774	1770	1546
Q Serve(g_s), s	13.5	29.3	5.7	3.8	20.8	1.0	23.2	45.5	45.5	7.4	19.6	3.1
Cycle Q Clear(g_c), s	13.5	29.3	5.7	3.8	20.8	1.0	23.2	45.5	45.5	7.4	19.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	235	619	514	276	507	431	851	601	587	175	677	296
V/C Ratio(X)	0.78	0.74	0.33	0.37	0.64	0.04	0.76	1.13	1.14	0.58	0.80	0.15
Avail Cap(c_a), veh/h	285	619	514	347	507	431	851	601	587	175	832	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	39.7	9.0	58.4	43.0	35.8	46.7	44.2	44.3	57.7	51.7	45.1
Incr Delay (d2), s/veh	8.8	7.8	1.7	0.3	6.2	0.2	3.5	78.2	83.2	3.2	9.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	16.4	2.7	1.8	11.6	0.5	11.4	35.2	35.3	3.8	10.4	1.4
LnGrp Delay(d),s/veh	65.1	47.5	10.7	58.7	49.2	36.0	50.2	122.4	127.4	61.0	61.3	46.1
LnGrp LOS	E	D	B	E	D	D	D	F	F	E	E	D
Approach Vol, veh/h		813			445			1993			686	
Approach Delay, s/veh		43.8			50.9			100.8			60.3	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	51.0	15.3	50.0	37.6	31.1	23.3	42.0
Change Period (Y+Rc), s	4.5	5.5	4.5	5.5	4.5	5.5	5.5	* 5.5
Max Green Setting (Gmax), s	10.5	45.5	13.5	44.5	24.5	31.5	21.5	* 37
Max Q Clear Time (g_c+I1), s	9.4	47.5	5.8	31.3	25.2	21.6	15.5	22.8
Green Ext Time (p_c), s	0.0	0.0	0.0	3.7	0.0	3.3	2.3	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	76.3
HCM 2010 LOS	E

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	80	200	80	520	430	360	1440	30	90	730	40
Future Volume (veh/h)	20	80	200	80	520	430	360	1440	30	90	730	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	22	87	32	87	565	294	391	1565	32	98	793	40
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	86	425	358	145	487	411	232	1390	28	207	1340	68
Arrive On Green	0.05	0.23	0.23	0.08	0.26	0.26	0.13	0.39	0.39	0.12	0.39	0.39
Sat Flow, veh/h	1792	1881	1586	1792	1881	1588	1792	3582	73	1792	3463	175
Grp Volume(v), veh/h	22	87	32	87	565	294	391	780	817	98	409	424
Grp Sat Flow(s),veh/h/ln	1792	1881	1586	1792	1881	1588	1792	1787	1868	1792	1787	1850
Q Serve(g_s), s	1.4	4.4	1.8	5.4	30.0	13.9	15.0	45.0	45.0	5.9	21.1	21.1
Cycle Q Clear(g_c), s	1.4	4.4	1.8	5.4	30.0	13.9	15.0	45.0	45.0	5.9	21.1	21.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	86	425	358	145	487	411	232	694	725	207	692	716
V/C Ratio(X)	0.25	0.20	0.09	0.60	1.16	0.72	1.69	1.12	1.13	0.47	0.59	0.59
Avail Cap(c_a), veh/h	386	487	410	386	487	411	232	694	725	386	694	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	36.4	35.5	51.5	43.0	19.7	50.5	35.5	35.5	48.0	28.3	28.3
Incr Delay (d2), s/veh	0.6	0.3	0.2	1.5	93.1	6.4	327.2	73.7	74.3	0.6	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.3	0.8	2.7	28.1	6.8	28.5	36.4	38.1	3.0	10.7	11.0
LnGrp Delay(d),s/veh	53.7	36.8	35.6	52.9	136.1	26.1	377.6	109.2	109.8	48.6	29.9	29.8
LnGrp LOS	D	D	D	D	F	C	F	F	F	D	C	C
Approach Vol, veh/h		141			946			1988			931	
Approach Delay, s/veh		39.2			94.3			162.2			31.8	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	51.0	13.9	31.7	19.5	50.9	10.1	35.5
Change Period (Y+Rc), s	6.0	* 6	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	25.0	* 45	25.0	30.0	15.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	7.9	47.0	7.4	6.4	17.0	23.1	3.4	32.0
Green Ext Time (p_c), s	6.0	0.0	0.0	8.4	0.0	6.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	111.5
HCM 2010 LOS	F

Notes

Intersection	
Intersection Delay, s/veh	32.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	890	30	40	90	10	20	10	30	50	30	20
Future Vol, veh/h	20	890	30	40	90	10	20	10	30	50	30	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	989	33	44	100	11	22	11	33	56	33	22
Number of Lanes	1	2	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	39.4	10.3	10.9	12.1
HCM LOS	E	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	33%	100%	0%	0%	100%	0%	0%	50%
Vol Thru, %	17%	0%	100%	91%	0%	100%	0%	30%
Vol Right, %	50%	0%	0%	9%	0%	0%	100%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	20	593	327	40	90	10	100
LT Vol	20	20	0	0	40	0	0	50
Through Vol	10	0	593	297	0	90	0	30
RT Vol	30	0	0	30	0	0	10	20
Lane Flow Rate	67	22	659	363	44	100	11	111
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.131	0.036	0.987	0.537	0.085	0.178	0.018	0.223
Departure Headway (Hd)	7.061	5.896	5.39	5.325	6.912	6.405	5.694	7.238
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	608	672	679	518	560	628	497
Service Time	4.804	3.619	3.113	3.049	4.656	4.148	3.437	4.979
HCM Lane V/C Ratio	0.132	0.036	0.981	0.535	0.085	0.179	0.018	0.223
HCM Control Delay	10.9	8.8	54.3	14.1	10.3	10.5	8.5	12.1
HCM Lane LOS	B	A	F	B	B	B	A	B
HCM 95th-tile Q	0.4	0.1	15.2	3.2	0.3	0.6	0.1	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	660	50	40	90	40	60	180	360	50	90	120
Future Volume (veh/h)	170	660	50	40	90	40	60	180	360	50	90	120
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.97		0.96	0.99		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	742	18	45	101	26	67	202	349	56	101	86
Adj No. of Lanes	1	1	1	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	714	586	129	464	120	98	217	343	215	346	294
Arrive On Green	0.13	0.38	0.38	0.07	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	1900	1559	1810	1450	373	127	577	913	862	920	783
Grp Volume(v), veh/h	191	742	18	45	0	127	618	0	0	56	0	187
Grp Sat Flow(s),veh/h/ln	1810	1900	1559	1810	0	1823	1617	0	0	862	0	1703
Q Serve(g_s), s	8.2	30.0	0.6	1.9	0.0	4.1	22.0	0.0	0.0	0.0	0.0	6.1
Cycle Q Clear(g_c), s	8.2	30.0	0.6	1.9	0.0	4.1	30.0	0.0	0.0	10.1	0.0	6.1
Prop In Lane	1.00		1.00	1.00		0.20	0.11		0.56	1.00		0.46
Lane Grp Cap(c), veh/h	230	714	586	129	0	584	658	0	0	215	0	640
V/C Ratio(X)	0.83	1.04	0.03	0.35	0.00	0.22	0.94	0.00	0.00	0.26	0.00	0.29
Avail Cap(c_a), veh/h	454	714	586	454	0	800	658	0	0	215	0	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	24.9	15.7	35.3	0.0	19.8	25.0	0.0	0.0	18.7	0.0	17.4
Incr Delay (d2), s/veh	3.0	44.1	0.0	0.6	0.0	0.3	21.1	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	24.2	0.3	1.0	0.0	2.1	17.3	0.0	0.0	0.9	0.0	2.9
LnGrp Delay(d),s/veh	37.0	69.0	15.7	35.9	0.0	20.1	46.1	0.0	0.0	18.9	0.0	17.5
LnGrp LOS	D	F	B	D		C	D			B		B
Approach Vol, veh/h		951			172			618			243	
Approach Delay, s/veh		61.5			24.2			46.1			17.9	
Approach LOS		E			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	35.0		34.6	14.6	30.6		34.6
Change Period (Y+Rc), s	4.5	5.0		4.6	4.5	5.0		4.6
Max Green Setting (Gmax), s	20.0	30.0		30.0	20.0	35.0		30.0
Max Q Clear Time (g_c+I1), s	3.9	32.0		32.0	10.2	6.1		12.1
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	9.8		4.3

Intersection Summary	
HCM 2010 Ctrl Delay	48.1
HCM 2010 LOS	D