Appendix K
Local Mobility Analysis

Rohr/Wohl Specific Plan

Planning Area B-1
Planning Areas A & B-2
Local Mobility Analysis

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April 2024

TABLE OF CONTENTS

EXECUTIVE SUMMARY E1

1 INTRODUCTION 1

1.1 PROJECT LOCATION 1
1.2 PROJECT DESCRIPTION 1

2 ANALYSIS APPROACH AND METHODOLOGY 4

2.1 STUDY AREA 4
2.2 ANALYSIS SCENARIOS 4
2.3 METHODOLOGY 7
2.3.1 Intersection Level of Service Analysis 7
2.4 IMPROVEMENT THRESHOLDS 8

3 EXISTING CONDITIONS 10

3.1 ROADWAY NETWORK 10
3.2 MULTI-MODAL ANALYSIS 11
3.2.1 Pedestrian Access 11
3.2.2 Bicycle Access 14
3.2.3 Transit Service 14
3.3 TRAFFIC VOLUMES 15
3.4 INTERSECTION ANALYSIS 15

4 PROJECT-LEVEL PROJECT TRAFFIC 21

4.1 TRIP GENERATION 21
4.2 TRIP DISTRIBUTION AND ASSIGNMENT 23

5 EXISTING PLUS PROJECT TRAFFIC CONDITIONS 30

5.1 ROADWAY NETWORK 30
5.2 TRAFFIC VOLUMES 34
5.3 INTERSECTION ANALYSIS 34
5.4 PROJECT FAIR SHARE 40
5.5 IMPROVEMENTS 40

6 OPENING YEAR TRAFFIC CONDITIONS 45

6.1 ROADWAY NETWORK 45
6.2 BACKGROUND TRAFFIC 49
6.3 CUMULATIVE PROJECTS 49
6.4 TRAFFIC VOLUMES 49
6.5 INTERSECTION ANALYSIS 61
6.6 PROJECT FAIR SHARE 64
6.7 IMPROVEMENTS 65
6.8 SIGNAL WARRANTS 70
6.9 QUEUING ANALYSIS 71
6.10 MULTI-MODAL ANALYSIS 72
6.10.1 Pedestrian Analysis 74
6.10.2 Bicycle Analysis 75
6.10.3 Transit Analysis 75

7 PROGRAMMATIC-LEVEL PROJECT TRAFFIC 76

7.1 TRIP GENERATION 76
7.2 TRIP DISTRIBUTION AND ASSIGNMENT 76

8 EXISTING PLUS TOTAL PROJECT TRAFFIC CONDITIONS 98

8.1 ROADWAY NETWORK 99
8.2 TRAFFIC VOLUMES 99
8.3 INTERSECTION ANALYSIS 119
8.4 PROJECT FAIR SHARE 123
8.5 IMPROVEMENTS 123
8.6 QUEUING ANALYSIS 130

9 OPENING YEAR PLUS TOTAL PROJECT TRAFFIC CONDITIONS 131

9.1 ROADWAY NETWORK 131
9.2 TRAFFIC VOLUMES 131
9.3 INTERSECTION ANALYSIS 140
9.4 PROJECT FAIR SHARE 143
9.5 IMPROVEMENTS 144
9.6 SIGNAL WARRANTS 151
9.7 QUEUING ANALYSIS 151

10 SUMMARY OF FINDINGS AND RECOMMENDATIONS 153

LIST OF FIGURES

Figure E-1 Existing Intersection Improvements E5
Figure E-2 Opening Year 2026 Intersection Improvements E6
Figure 1-1 Planning Areas 2
Figure 1-2 Project Site Plan 3
Figure 2-1 Study Intersections 6
Figure 3-1 Existing Intersection Geometrics 12
Figure 3-2 Existing Conditions Traffic Volumes 18
Figure 4-1 Project Trip Distribution 24
Figure 4-2 Project Trip Assignment 27
Figure 5-1 Existing Plus Project Intersection Geometrics 31
Figure 5-2 Existing Plus Project Traffic Volumes 35
Figure 5-3 Existing Plus Project Intersection Geometrics With Improvements 42
Figure 6-1 Opening Year 2026 Intersection Geometrics 46
Figure 6-2 Location of Cumulative Projects 51
Figure 6-3 Cumulative Project Traffic Volumes 52
Figure 6-4 Opening Year 2026 Without Project Traffic Volumes 55
Figure 6-5 Opening Year 2026 With Project Traffic Volumes 58
Figure 6-6 Opening Year 2026 Intersection Geometrics With Improvements 67
Figure 6-7 Multi-Modal Analysis Study Area 73
Figure 7-1 Planning Level A Project Trip Distribution 78
Figure 7-2 Planning Level B-2 Project Trip Distribution 82
Figure 7-3 Planning Level A Project Trip Assignment 86
Figure 7-4 Planning Level B-2 Project Trip Assignment 90
Figure 7-5 Total Project Trip Assignment 94
Figure 8-1 Existing Plus Total Project Intersection Geometrics 100
Figure 8-2 Existing Plus Total Project Traffic Volumes 103
Figure 8-3 Existing Plus Scenario 1 Total Project Traffic Volumes 107
Figure 8-4 Existing Plus Scenario 2 Total Project Traffic Volumes 111
Figure 8-5 Existing Plus Scenario 3 Total Project Traffic Volumes 115
Figure 8-6 Existing Plus Total Project Intersection Geometrics With Improvements 127
Figure 9-1 Opening Year 2026 Plus Total Project Intersection Geometrics 132
Figure 9-2 Opening Year 2026 Plus Total Project Traffic Volumes 136
Figure 9-3 Opening Year Plus Total Project Intersection Geometrics With Improvements 147

LIST OF TABLES

Table E-1 Project Trip Generation E3
Table E-2 Summary of Peak-Hour Intersection LOS E8
Table E-3 Summary of Existing Plus Project Improvements E12
Table E-4 Summary of Opening Year Project Improvements E13
Table E-5 Summary of Total Net Project Trip Generation Budget E14
Table E-6 Summary of Project Fair Share E15
Table E-7 Summary of Total Project Improvements and Responsibility E16
Table E-8 Summary of Signal Warrant Analysis E17
Table E-9 Summary of Queuing Analysis E18
Table 2-1 Study Intersections 5
Table 2-2 LOS Criteria for Intersections 7
Table 2-3 Transportation Improvement Thresholds 8
Table 2-4 Recommended Improvements 9
Table 3-1 Existing Peak Hour Intersection LOS Summary 16

Table 4-1 Project Trip Generation 22
Table 5-1 Existing Plus Project Peak Hour Intersection LOS Summary 38
Table 5-2 Existing Plus Project Fair Share 40
Table 5-3 Project Improvements 41
Table 6-1 Cumulative Project Trip Generation 50
Table 6-2 Opening Year Peak Hour Intersection LOS Summary 62
Table 6-3 Opening Year Project Fair Share 65
Table 6-4 Project Improvements 66
Table 6-5 Project Traffic Peak-Hour Traffic Signal Warrant Analysis Summary 71
Table 6-6 Opening Year Queuing Analysis Summary 71
Table 6-7 Potential Improvements to Accommodate the Project's Active Transportation Needs 74
Table 7-1 Total Project Trip Generation 77
Table 8-1 Total Net Project Trip Generation Budget Summary 98
Table 8-2 Existing Plus Total Project Peak Hour Intersection LOS Summary 120
Table 8-3 Existing Plus Total Project Fair Share 124
Table 8-4 Existing Plus Total Project Improvements 125
Table 8-5 Existing Plus Total Project Queuing Analysis Summary 130
Table 9-1 Opening Year Plus Total Project Peak Hour Intersection LOS Summary 141
Table 9-2 Opening Year Plus Total Project Fair Share 144
Table 9-3 Opening Year Plus Total Project Improvements 145
Table 9-4 Total Project Traffic Peak-Hour Traffic Signal Warrant Analysis Summary 151
Table 9-5 Opening Year Plus Total Project Queuing Analysis Summary 152

APPENDICES

Appendix A Project Information Form (PIF)
Appendix B Proposed Near-Term Study Area Memo
Appendix C Signal Timing Sheets
Appendix D Excerpts for Multi-Modal Analysis
Appendix E Existing Traffic Volume Data
Appendix F Intersection LOS Worksheets
Appendix G Trip Assignment Figures (No PCE Adjustments)
Appendix H Population Data
Appendix I Cumulative Projects
Appendix J Intersection LOS Worksheets with Improvements
Appendix K Signal Warrant Analysis Worksheets
Appendix L Queuing Worksheets
Appendix M SANDAG 2050 Series 13 ABM2+ Plots

EXECUTIVE SUMMARY

This Local Mobility Analysis (LMA) evaluates the traffic conditions associated with the proposed Rohr/Wohl Specific Plan project located in the City of Chula Vista. The traffic analyses have been prepared in accordance with the *City of Chula Vista Transportation Study Guidelines (TSG), January 2022 (City's TSG)* and coordination with the City's Development Services Department.

Project Description

This LMA consists of a combination of a project- and programmatic-level analyses. The project-level analysis would be completed for the uses in Planning Area B-1. The programmatic-level analysis would be completed for the uses in Planning Areas A and B-2. Due to the uncertainty of the specific uses for Planning Areas A and B-2, the most probable and maximum intensity land uses were assumed for those areas (i.e., industrial uses that include commercial land uses). It should be noted that "the Project" refers to the project-level analysis of Planning Area B-1 and "the Total Project" refers to the programmatic-level analysis of Planning Areas A and B-2 and includes traffic from Planning Area B-1.

A Project Information Form (PIF) has been prepared and approved on April 4, 2024 for Planning Area B-1 and documents that the Project will be screened out from any CEQA VMT analysis based on satisfying the criteria of the Project being located in a VMT-efficient area and is presumed to have a less than significant VMT impact. The Project is estimated to be constructed and in operation by 2026.

Study Area

The Project is forecasted to generate more than 200 daily trips and consistent with relevant City planning documents. As a result, the Project is required to complete a LMA. There are 27 existing intersections located within the study area. With the addition of the Project, there would be an additional three intersections and five project driveways. With the addition of the Total Project, two additional project driveways would be added to the study area for a total of 30 intersections and 7 project driveways. The specific intersections within the study area were developed by coordination with City staff and considered key intersections based on the projected traffic generation and distribution.

Project Traffic

Trip generation rates published by the SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002* were applied to the existing and proposed uses on site to estimate the traffic generation characteristics of the site. It should be noted that the trips associated with the industrial use have been separated into passenger cars and trucks and converted to passenger car equivalents (PCE) for analysis purposes only. **Table E-1** summarizes the weekday trip generation calculations.

As shown in the table, the Project is estimated to generate a subtotal of 7,520 daily trips with 903 AM peak-hour trips and 903 PM peak-hour trips for the Project-Level Analyses. The Project is estimated to generate a subtotal of 8,168 daily trips with 487 AM peak-hour trips and 767 PM peak-hour trips for the Programmatic Level Analyses. After applying the existing trip credits, the Project-Level Analysis is

estimated to generate a net total of 5,115 daily trips with 446 AM peak-hour trips and 442 PM peak-hour trips. The Programmatic-Level Analysis is estimated to generate a net total of 6,349 daily trips with 210 AM peak-hour trips and 460 PM peak-hour trips. The net sum of the Total Project is estimated to generate a net total of 11,464 daily trips with 888 AM peak-hour trips and 882 PM peak-hour trips.

The following summarizes the trip generation for the Project with the PCE adjustments. These values are only used for analysis purposes only and should not be used for fair share calculations.

- Project-Level subtotal: 8,501 ADT, 1,065 AM peak-hour, 1,065 PM peak-hour
- Programmatic-Level subtotal: 8,581 ADT, 557 AM peak-hour, 837 PM peak-hour
- Net Project-Level: 6.096 ADT, 608 AM peak-hour, 584 PM peak-hour
- Net Programmatic-Level: 6,762 ADT, 280 AM peak-hour, 530 PM peak-hour
- Net Sum Total Project: 12,858 ADT, 888 AM peak-hour, 1,114 PM peak-hour

Table E-1
Project Trip Generation

Land Use	Planning Area	Amount	ADT[1]	AM PEAK			PM PEAK		
				In	Out	Total	In	Out	Total
Existing Uses									
Warehousing	A	231.174 ksf	1,156	106	45	151	70	104	174
Manufacturing/Assembly	B-1	601.225 ksf	2,405	412	45	457	97	384	481
Manufacturing/Assembly	B-2	165.612 ksf	663	114	12	126	27	106	133
Existing Trips			**4,224**	**632**	**102**	**734**	**194**	**594**	**788**
Proposed Uses									
Project-Level Analysis									
Industrial/Business Park (w/commercial)	B-1	470.000 ksf	7,520	723	180	903	181	722	903
Passenger Cars (83.1% Daily, 88.2% AM, 88.2% PM):			6,884	638	159	797	160	637	797
Trucks (16.9% Daily, 11.8% AM, 11.8% PM)[2]:			636	85	21	106	21	85	106
Subtotal (Trucks with PCE):			*1,617*	*215*	*53*	*268*	*53*	*215*	*268*
Subtotal: Project-Level Analysis									
Vehicle Trip Generated (Passenger Cars & Trucks)			**7,520**	**723**	**180**	**903**	**181**	**722**	**903**
Trip Generation (Passenger Cars & Trucks w/PCE)			**8,501**	**853**	**212**	**1,065**	**213**	**852**	**1,065**
Net: Project-Level Analysis									
Net Sum Vehicle Trip Generated (Passenger Cars & Trucks)			**5,115**	**311**	**135**	**446**	**84**	**338**	**422**
Net Sum Trip Generation (Passenger Cars & Trucks w/PCE)			**6,096**	**441**	**167**	**608**	**116**	**468**	**584**
Programmatic-Level Analysis									
Industrial/Business Park (w/commercial)	A	198.000 ksf	3,168	305	76	381	77	304	381
Passenger Cars (83.1% Daily, 88.2% AM, 88.2% PM):			2,900	269	67	336	68	268	336
Trucks (16.9% Daily, 11.8% AM, 11.8% PM)[2]:			268	36	9	45	9	36	45
Subtotal (Trucks with PCE):			*681*	*92*	*23*	*115*	*23*	*92*	*115*
Resort Hotel	B-2	175 rm	1,400	42	28	70	40	58	98
Quality Restaurant	B-2	36.000 ksf	3,600	22	14	36	202	86	288
Subtotal: Programmatic-Level Analysis									
Vehicle Trip Generated (Passenger Cars & Trucks)			**8,168**	**369**	**118**	**487**	**319**	**448**	**767**
Trip Generation (Passenger Cars & Trucks w/PCE)			**8,581**	**425**	**132**	**557**	**333**	**504**	**837**
Net: Programmatic-Level Analysis									
Net Sum Vehicle Trip Generated (Passenger Cars & Trucks)			**6,349**	**149**	**61**	**210**	**222**	**238**	**460**
Net Sum Trip Generation (Passenger Cars & Trucks w/PCE)			**6,762**	**205**	**75**	**280**	**236**	**294**	**530**
NET SUM TOTAL PROJECT (PASSENGER CARS & TRUCKS)			**11,464**	**460**	**196**	**656**	**306**	**576**	**882**
NET SUM TOTAL PROJECT (PASSENGER CARS & TRUCKS W/PCE)			**12,858**	**646**	**242**	**888**	**352**	**762**	**1,114**

Notes:
ksf: 1,000 sf, rm: rooms
Highlighted rows in blue show values with PCE adjustments.
1. The trip rates are based on *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.*
2. The truck trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* for the Industrial Park land use (LUC 130).

Analysis Results

Intersection Operation Analysis

Based on the analysis conducted in this study, all intersections are expected to operate at an acceptable LOS D under all scenarios with the exception of 11 and 18 intersections under the Opening Year 2026 With Project and Horizon Year 2050 With Project scenarios, respectively, which would operate at LOS E/F during one of the peak periods.

To isolate the Project's effects on the study area intersections, the Existing Plus Project scenario resulted in two intersections that would operate at LOS E/F during one of the peak periods. With the addition of the entire project, the Existing Plus Total project scenario resulted in five intersections that would operate at LOS E/F during one of the peak periods.

Table E-2 summarizes the results under each scenario.

Project Improvements

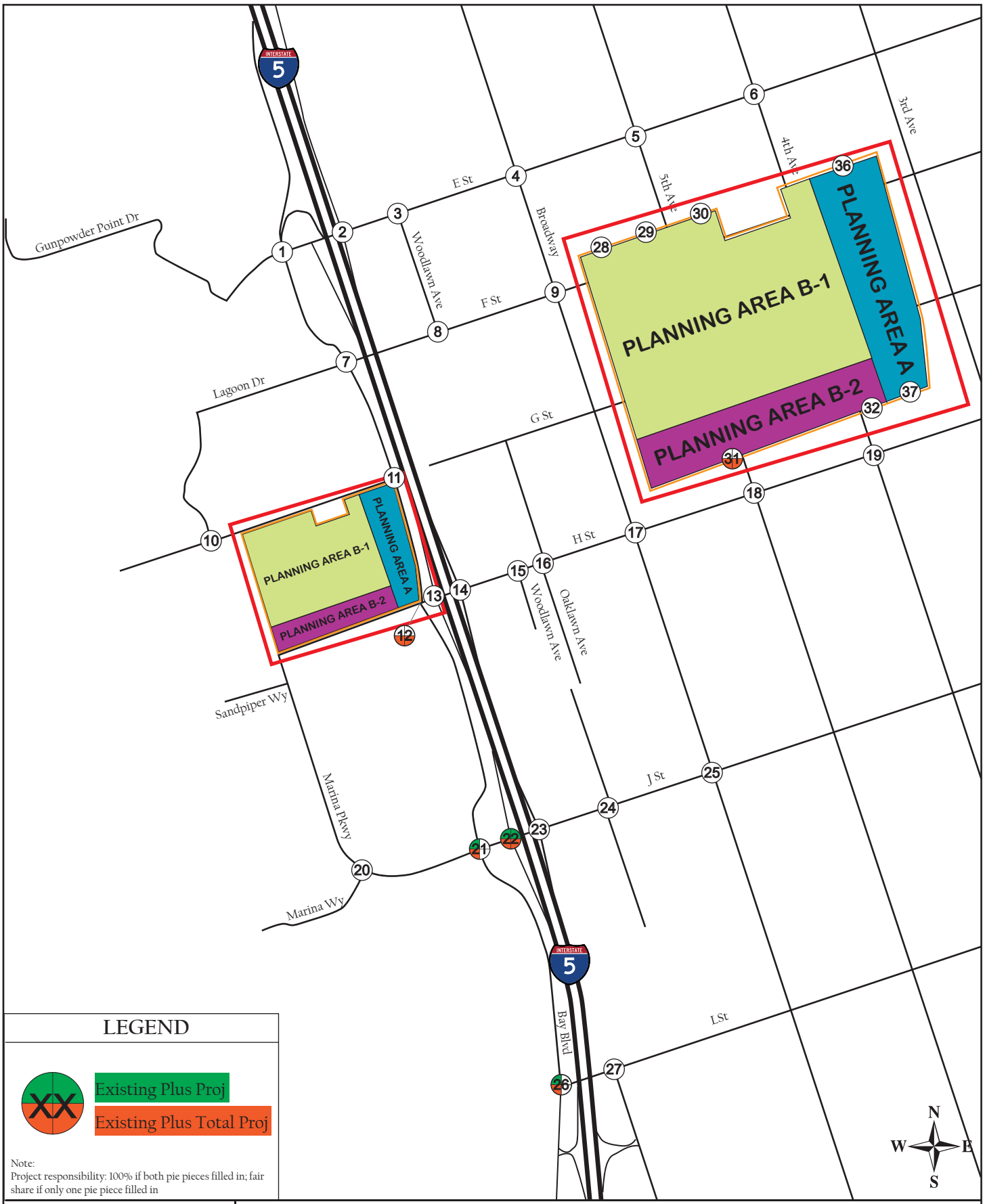
Improvements were identified and analyzed at the affected intersections that would operate at LOS E/F with the Project. To isolate the Project's effects, results from the Existing Plus Project and Existing Plus Total Project scenarios were referenced. Based on the Project's fair share contribution at each intersection, the Project would be fully responsible for improvements at one location and would contribute its fair share at the other location under the Existing Plus Project scenario. Under the Existing Plus Total Project scenario, the Project would be fully responsible for improvements at three locations and would contribute its fair share at the other two locations.

Table E-3 summarizes the proposed improvements at the affected intersections under the Existing Plus Project and Existing Plus Total Project scenarios. **Figure E-1** illustrates the proposed improvements at the affected intersections under the Existing Plus Project and Existing Plus Total Project scenarios.

The Project would be fully responsible for improvements at seven locations and would contribute its fair share at three locations under the Opening Year With Project scenario. Under the Opening Year Plus Total Project scenario, the Project would be responsible for improvements at nine locations and would contribute its fair share at the other three locations.

Table E-4 summarizes the proposed improvements at the affected intersections under the Opening Year With Project and Opening Year With Total Project scenarios. **Figure E-2** illustrates the proposed improvements at the affected intersections under the Opening Year With Project and Opening Year With Total Project scenarios.

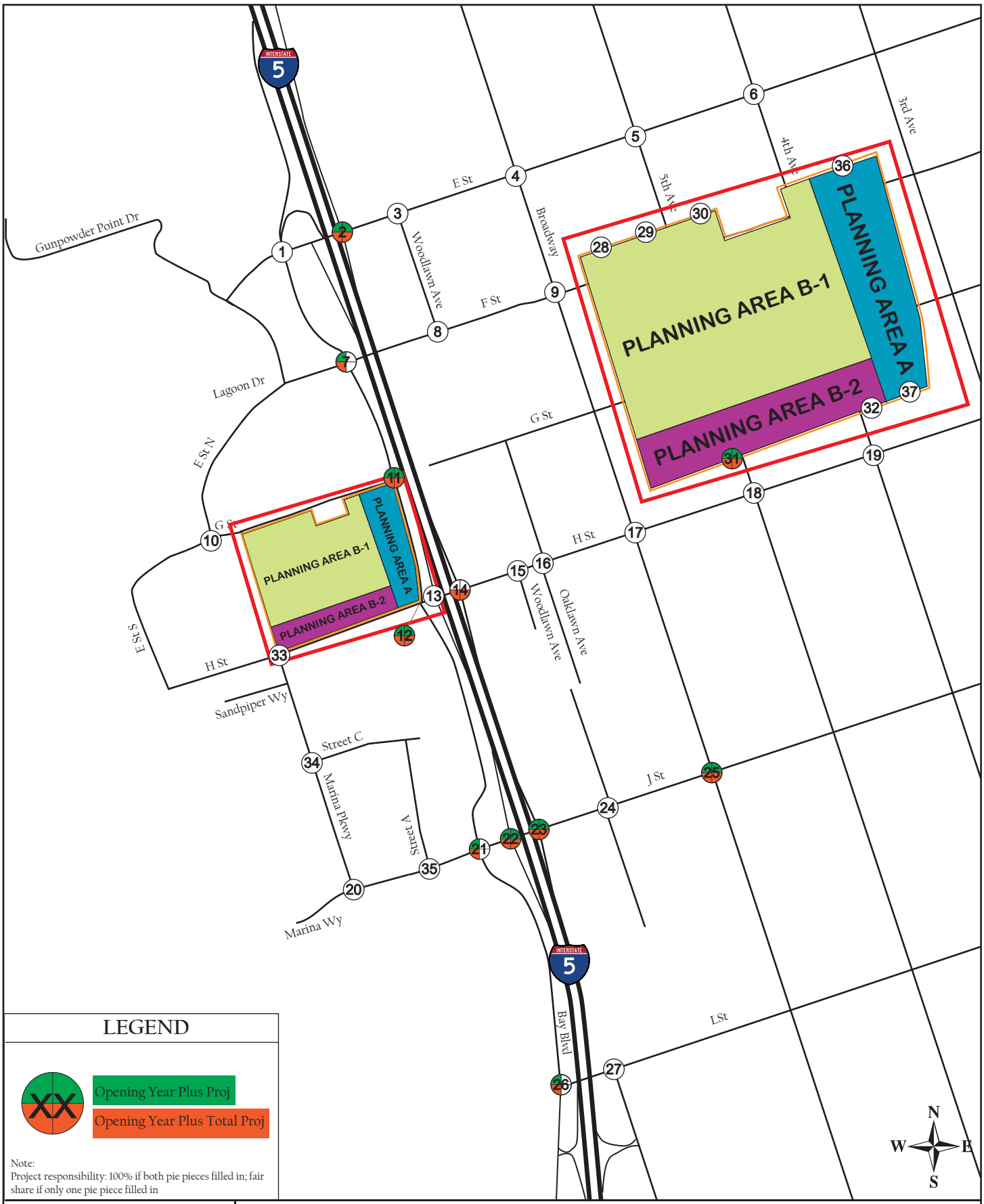
The improvements identified in this LMA are recommendations and the final improvement plan and project funding responsibility will be defined and documented in a separate Rohr/Wohl Specific Plan Transportation Conditions of Approval memo.



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Rohr/Wohl Specific Plan

Figure E-1
Existing Intersection Improvements



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Figure E-2
Opening Year 2026 Intersection Improvements

Trip Generation Budget

In order to provide more flexibility for the development within Planning Areas A and B-2 or the potential to accommodate at least a partial development of Planning Areas A and B-2 before the completion of the Year 2050 roadway network, an Existing Plus Total Project (Planning Areas B-1 Plus Planning Areas A & B-2) was evaluated. Additionally, three scenarios that reflected a percentage of the Total Project were evaluated and summarized below:

- Scenario 1: 85 percent of Total Project
- Scenario 2: 70 percent of Total Project
- Scenario 3: 55 percent of Total Project

Table E-5 summarizes the trip generation for the Total Project and the three scenarios ranging from 55 percent to 85 percent of the Total Project.

Project Fair Share

Table E-6 summarizes the project's fair share percentage at the affected intersections for all scenarios. With the addition of the Project, the fair share percentage would range between 1.0 percent and 38.5 percent. With the addition of the Total Project, the fair share percentage would range between 1.5 percent and 86.9 percent.

Table E-7 summarizes the project's responsibility at the affected intersections for all scenarios. The Existing Plus Total Project scenario resulted in five affected intersections with the number of affected intersections decreasing to four affected intersections under Scenario 3.

Signal Warrant Analysis

Table E-8 summarizes the signal warrant analysis at the five intersections where a traffic signal is being proposed. It should be noted that a roundabout was considered at all locations, but was dismissed at all except for the Bay Boulevard & F Street intersection due to a combination of design constraints, right-of-way, larger turning radius required to accommodate larger trucks, and shifting of roadways. The peak-hour signal warrant analysis was satisfied at all locations under the Opening Year 2026 with Project and Total Project scenarios. Under the Existing Plus Project scenario, only the J Street and L Street intersections with Bay Boulevard would satisfy the peak-hour signal warrant. With the addition of the Total Project traffic under Existing Conditions, the Project Driveway & H Street intersection would also satisfy the peak-hour signal warrant.

Project Driveway Queuing

Table E-8 summarizes the queuing analysis at the two project driveways off G Street and H Street where a traffic signal is being proposed. As shown in the table, all queues would be contained in the respective turn pockets under the Opening Year 2026 with Project scenario. With the addition of the traffic from Planning Areas A and B-2, there would be one movement under the Existing Plus Total Project scenario and two movements under the Opening Year 2026 With Total project scenario where the queue length would exceed the available storage length. However, the queues that extend past the turn pocket can either be accommodated in the adjacent lane and/or along the internal side streets.

Table E-2
Summary of Peak-Hour Intersection LOS

#	Intersection	Peak Hour	LOS					
			Existing Conditions	Existing Plus Proj	Existing Plus Total Project	Opening Year 2026	Opening Year 2026 w/Proj	Opening Year 2026 w/Total Proj
1	I-5 SB Ramps & E St	AM	B	B	B	B	C	C
		PM	C	C	C	D	D	D
2	I-5 NB Ramps & E St	AM	D	D	D	E	E	E
		PM	B	B	B	B	B	B
3	Woodlawn Ave & E St	AM	B	B	B	B	B	B
		PM	B	B	B	B	B	B
4	Broadway & E St	AM	D	D	D	D	D	D
		PM	D	D	D	D	D	D
5	Fifth Ave & E St	AM	B	B	B	B	B	B
		PM	B	B	B	B	B	B
6	Fourth Ave & E St	AM	D	D	D	D	D	D
		PM	D	D	D	D	D	D
7	Bay Blvd & F St	AM	A	B	B	C	C	C
		PM	C	C	C	D	E	E
8	Woodlawn Ave & F St	AM	A	A	A	A	A	A
		PM	B	B	B	B	B	B
9	Broadway & F St	AM	D	D	D	D	D	D
		PM	D	D	D	D	D	D
10	Marina Pkwy & G St	AM	n/a[1]					
		PM						

Notes:
1. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
2. The intersection will be constructed as part of the Project.
3. The intersection will be constructed by others.

Table E-2
Summary of Peak-Hour Intersection LOS (cont.)

#	Intersection	Peak Hour	LOS					
			Existing Conditions	Existing Plus Proj	Existing Plus Total Project	Opening Year 2026	Opening Year 2026 w/Proj	Opening Year 2026 w/Total Proj
11	Bay Blvd & G St	AM	B	B	B	C	C	D
		PM	A	C	D	C	**F**	**F**
12	Bay Blvd & H St	AM	C	C	B	C	C	D
		PM	C	D	**F**	D	**F**	**F**
13	I-5 SB Ramps & H St	AM	C	C	C	C	C	C
		PM	D	D	D	C	C	C
14	I-5 NB Ramps & H St	AM	B	B	B	B	B	B
		PM	B	B	C	C	D	**F**
15	Woodlawn Ave & H St	AM	B	B	B	B	B	B
		PM	B	B	B	B	B	B
16	Oaklawn Ave & H St	AM	C	C	C	C	C	C
		PM	C	C	C	C	C	C
17	Broadway & H St	AM	C	C	C	C	C	C
		PM	C	C	C	C	C	C
18	Fifth Ave & H St	AM	D	D	D	D	D	D
		PM	B	B	B	B	B	B
19	Fourth Ave & H St	AM	D	D	D	D	D	D
		PM	D	D	D	D	D	D
20	Marina Pkwy & Marina Wy	AM	A	A	A	A	A	A
		PM	A	A	A	A	B	B

Notes:
1. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
2. The intersection will be constructed as part of the Project.
3. The intersection will be constructed by others.

Table E-2
Summary of Peak-Hour Intersection LOS (cont.)

#	Intersection	Peak Hour	LOS					
			Existing Conditions	Existing Plus Proj	Existing Plus Total Project	Opening Year 2026	Opening Year 2026 w/Proj	Opening Year 2026 w/Total Proj
21	Bay Blvd & J St[3]	AM	D	E	E	F	F	F
		PM	B	B	B	F	F	F
22	I-5 SB Ramps & J St	AM	D	D	D	D	D	D
		PM	F	F	F	C	F	F
23	I-5 NB Ramps & J St	AM	C	C	C	F	F	F
		PM	B	B	B	C	D	D
24	Oaklawn Ave & J St	AM	C	C	C	D	D	D
		PM	C	C	C	C	D	D
25	Broadway & J St	AM	D	D	D	D	D	D
		PM	D	D	D	D	E	E
26	Bay Blvd & L St	AM	B	B	B	B	B	B
		PM	F	F	F	F	F	F
27	Industrial Blvd & L St	AM	B	B	B	B	B	B
		PM	D	D	D	D	D	D
28	W Proj Dwy & G St	AM	n/a[2]	A	A	n/a[2]	A	A
		PM		A	A		A	A
29	Mid Proj Dwy & G St	AM	n/a[2]	A	A	n/a[2]	A	A
		PM		A	A		A	A
30	E Proj Dwy & G St	AM	n/a[2]	A	A	n/a[2]	A	A
		PM		A	A		A	A

Notes:
1. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
2. The intersection will be constructed as part of the Project.
3. The intersection will be constructed by others.

Table E-2
Summary of Peak-Hour Intersection LOS (cont.)

#	Intersection	Peak Hour	LOS					
			Existing Conditions	Existing Plus Proj	Existing Plus Total Project	Opening Year 2026	Opening Year 2026 w/Proj	Opening Year 2026 w/Total Proj
31	Proj Dwy & H St	AM	n/a[2]	B	C	n/a[2]	C	E
		PM		D	F		F	F
32	Emp Proj Dwy & H St	AM	n/a[2]	B	B	n/a[2]	B	B
		PM		B	B		C	D
33	Marina Pkwy & H St	AM	n/a[2]	n/a[2]	A	B	B	B
		PM			A	B	C	C
34	Marina Pkwy & Street C	AM	n/a[2]	n/a[2]	A	A	A	A
		PM			A	A	A	A
35	Street A & J St	AM	n/a[2]	n/a[2]	A	A	A	A
		PM			A	A	A	A
36	PA-A Proj Dwy & G St	AM	n/a[2]	n/a[2]	A	n/a[2]	n/a[2]	A
		PM			B			C
37	PA-A Proj Dwy & H St	AM	n/a[2]	n/a[2]	B	n/a[2]	n/a[2]	B
		PM			C			B

Notes:
1. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
2. The intersection will be constructed as part of the Project.
3. The intersection will be constructed by others.

Table E-3
Summary of Existing Plus Project Improvements

#	Intersection	Peak Hour	LOS				Improvement	Project Responsibility[2]
			Existing Plus Project	With Improvements	Existing Plus Total Project	With Improvements		
12	Bay Blvd & H St	AM	n/a[1]	n/a[1]	B	C	Signal retiming	n/a / 100%
		PM			F	D		
21	Bay Blvd & J St	AM	E	C	E	C	Signalize intersection[3]	Fair Share / Fair Share
		PM	B	C	B	B		
22	I-5 SB Ramps & J St	AM	D	B	D	B	Signal retiming	100% / 100%
		PM	F	C	F	C		
26	Bay Blvd & L St	AM	B	A	B	B	Signalize intersection[4]	Fair Share / Fair Share
		PM	F	C	F	B		
31	Proj Dwy & H St	AM	n/a[1]	n/a[1]	C	B	Signalize intersection	n/a / 100%
		PM			F	C		

Notes:
1. Improvements are not required since intersection would operate at LOS D or better.
2. The first value represents the project's responsibility for the Existing Plus Project scenario. The second value represents the project's responsibility for the Existing Plus Total Project scenario.
3. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #5.
4. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #6.

Table E-4
Summary of Opening Year Project Improvements

#	Intersection	Peak Hour	LOS				Improvement	Project Responsibility[2]
			Opening Year 2026 w/Proj	With Improvements	Opening Year 2026 w/Total Proj	With Improvements		
2	I-5 NB Ramps & E St	AM	E	D	E	D	Signal retiming	100% / 100%
		PM	B	B	B	B		
7	Bay Blvd & F St	AM	C	B	C	A	Signalize intersection	Fair Share / Fair Share
		PM	E	C	E	C		
		AM	C	B	C	C	Construct roundabout[5]	Fair Share / Fair Share
		PM	E	F	E	F		
11	Bay Blvd & G St	AM	C	A	D	A	Signalize intersection	100% / 100%
		PM	F	B	F	C		
12	Bay Blvd & H St	AM	C	C	D	C	Restripe SB approach Signal retiming[6]	100% / 100%
		PM	F	C	F	D		
14	I-5 NB Ramps & H St	AM	n/a[1]	n/a[1]	B	B	Signal retiming	n/a / 100%
		PM			F	C		
21	Bay Blvd & J St	AM	F	D	F	D	Signalize intersection[3]	Fair Share / Fair Share
		PM	F	C	F	C		
22	I-5 SB Ramps & J St	AM	D	C	D	C	Signal retiming	100% / 100%
		PM	F	C	F	C		
23	I-5 NB Ramps & J St	AM	F	D	F	D	Signal retiming	100% / 100%
		PM	D	C	D	C		
25	Broadway & J St	AM	D	D	D	D	Signal retiming	100% / 100%
		PM	E	D	E	D		
26	Bay Blvd & L St	AM	B	B	B	B	Signalize intersection[4]	Fair Share / Fair Share
		PM	F	C	F	C		

Table E-4
Summary of Opening Year Project Improvements (cont.)

#	Intersection	Peak Hour	LOS				Improvement	Project Responsibility[2]
			Opening Year 2026 w/Proj	With Improvements	Opening Year 2026 w/Total Proj	With Improvements		
31	Proj Dwy & H St	AM	C	A	E	A	Signalize intersection	100% / 100%
		PM	F	B	F	D		

Notes:
1. Improvements are not required since intersection would operate at LOS D or better.
2. The first value represents the project's responsibility for the Opening Year with Project scenario. The second value represents the project's responsibility for the Opening Year with Total Project scenario.
3. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #5.
4. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #6.
5. Improvement is based on the 30% conceptual design and includes 1-lane approaches on all legs. The feasibility of expanding the roundabout and other operational issues is subject to City review and confirmation.
6. Improvement is considered a conceptual design whose feasibility, including adequacy of turn bay storage and other operational issues is subject to City review and confirmation.

Table E-5
Summary of Total Net Project Trip Generation Budget

Development Scenario	ADT	AM PEAK			PM PEAK		
		In	Out	Total	In	Out	Total
Net Project-Level Analysis (PA B-1)[1]	6,096	441	167	608	116	468	584
Net Programmatic-Level Analysis (PA A & B-2)[1]	6,762	205	75	280	236	294	530
Total Net Project[2]	12,858	646	242	888	352	762	1,114
Scenario 1 Total Net Project (85%)[3]	11,844	615	231	846	317	718	1,035
Scenario 2 Total Net Project (70%)[3]	10,829	585	220	805	281	674	955
Scenario 3 Total Net Project (55%)[3]	9,815	554	208	762	246	630	876

Notes:
All trip generation estimates include PCEs.
1. The trip generation was referenced from Table E-1.
2. The Total Net Project is the sum of the Net Project-Level Analysis + Net Programmatic-Level Analysis.
3. The various Total Net Project scenarios with the respective percent reduction is the sum of the Net Project-Level Analysis + the Net Programmatic-Level Analysis multiplied by the respective percent reduction.

Table E-6
Summary of Project Fair Share

#	Intersection	Peak Hour	Fair Share (% Proj)						
			Existing Plus Proj	Existing Plus Total Proj	Existing Plus Scenario 1 Total Proj	Existing Plus Scenario 2 Total Proj	Existing Plus Scenario 3 Total Proj	Opening Year Plus Proj	Opening Year Plus Total Proj
2	I-5 NB Ramps & E St	AM	2.4%	2.4%	2.4%	2.4%	2.4%	2.2%	2.3%
		PM	2.3%	2.5%	2.5%	2.4%	2.4%	2.0%	2.2%
7	Bay Blvd & F St	AM	7.4%	9.9%	9.0%	8.2%	7.3%	4.4%	6.0%
		PM	4.9%	9.0%	8.0%	6.8%	5.9%	3.3%	6.1%
11	Bay Blvd & G St	AM	39.3%	50.2%	39.4%	37.4%	35.1%	20.1%	28.1%
		PM	26.4%	45.9%	37.4%	34.3%	31.0%	15.5%	30.2%
12	Bay Blvd & H St	AM	44.3%	55.4%	51.9%	47.9%	42.8%	18.2%	25.8%
		PM	29.6%	50.4%	46.5%	42.1%	36.5%	13.4%	27.2%
14	I-5 NB Ramps & H St	AM	9.0%	12.6%	11.4%	10.2%	9.0%	6.5%	9.2%
		PM	8.0%	15.5%	13.7%	11.8%	9.8%	6.1%	12.0%
21	Bay Blvd & J St	AM	10.3%	13.5%	12.4%	11.2%	10.2%	5.6%	7.5%
		PM	11.3%	19.1%	17.4%	15.3%	13.6%	5.3%	9.3%
22	I-5 SB Ramps & J St	AM	3.0%	3.6%	3.4%	3.2%	3.0%	2.1%	2.5%
		PM	2.9%	4.2%	3.9%	3.5%	3.3%	1.9%	2.7%
23	I-5 NB Ramps & J St	AM	2.1%	2.5%	2.4%	2.2%	2.1%	1.7%	2.0%
		PM	2.0%	2.9%	2.7%	2.4%	2.2%	1.5%	2.3%
25	Broadway & J St	AM	1.4%	1.7%	1.6%	1.4%	1.3%	1.2%	1.5%
		PM	1.2%	1.8%	1.7%	1.5%	1.4%	1.0%	1.6%
26	Bay Blvd & L St	AM	8.2%	11.4%	10.4%	9.4%	8.1%	6.2%	8.7%
		PM	4.7%	9.1%	8.1%	7.1%	5.8%	3.8%	7.4%
31	Proj Dwy & H St	AM	80.1%	85.5%	84.8%	84.1%	83.4%	37.1%	46.3%
		PM	75.0%	86.9%	85.9%	84.7%	83.3%	38.5%	58.2%
33	Marina Pkwy & H St	AM	100.0%	100.0%	100.0%	100.0%	100.0%	4.0%	6.4%
		PM	100.0%	100.0%	100.0%	100.0%	100.0%	2.9%	13.6%

Notes:
Only intersections that would operate at LOS E or F with the Project are shown in the table.
The fair share calculations are based on actual traffic volumes and do not include PCE adjustments.
Shaded cells represent intersections that would operate at LOS E/F.

Table E-7
Summary of Total Project Improvements and Responsibility

#	Intersection	Peak Hour	LOS with Improvements / Project Responsiblilty[2]			
			Existing Plus Total Project	Existing Plus Scenario 1 Total Project	Existing Plus Scenario 2 Total Project	Existing Plus Scenario 3 Total Project
12	Bay Blvd & H St	AM	C / 100%	C / 100%	C / 100%	n/a[1]
		PM	D	D	D	
21	Bay Blvd & J St	AM	C / FS	C / FS	C / FS	C / FS
		PM	B	B	B	B
22	I-5 SB Ramps & J St	AM	B / 100%	B / 100%	B / 100%	B / 100%
		PM	C	C	C	C
26	Bay Blvd & L St	AM	B / FS	A / FS	A / FS	B / FS
		PM	B	B	B	B
31	Proj Dwy & H St	AM	B / 100%	B / 100%	B / 100%	A / 100%
		PM	C	B	B	B

Notes:
1. Improvements are not required since intersection would operate at LOS D or better.
2. FS: Fair Share. Based on the criteria shown in Table 2-4.

Table E-8
Summary of Signal Warrant Analysis

#	Intersection	Warrant 3 Met?[1]			
		Existing Plus Proj	Existing Plus Total Proj	Opening Year 2026 w/Proj	Opening Year 2026 w/Total Proj
7	Bay Blvd & F St	n/a[2]	n/a[2]	Yes	Yes
11	Bay Blvd & G St	n/a[2]	n/a[2]	Yes	Yes
21	Bay Blvd & J St	Yes	Yes	Yes	Yes
26	Bay Blvd & L St	Yes	Yes	Yes	Yes
31	Proj Dwy & H St	n/a[2]	Yes	Yes	Yes

Notes:
1. The signal warrant analysis was performed using the criteria outlined in Chapter 4C of the *CA MUTCD 2014* for Warrant 3, Peak-Hour.
2. The intersection would operate at an acceptable LOS.

Table E-9
Summary of Queuing Analysis

Intersection	Peak Hour	Movement	Storage Length (ft)[1]	Queue Length (ft)[2]		
				Opening Year 2026 w/Proj	Existing Plus Total Proj	Opening Year Plus Total Proj
11 Bay Blvd & G St	AM	NB LT[3]	280	96	0	96
	PM			62	0	194
	AM	EB LT[3]	150	53	0	53
	PM			136	0	**266**
	AM	EB RT	150	23	0	23
	PM			38	0	55
31 Proj Dwy & H St	AM	EB LT	170	40	37	40
	PM			18	18	29
	AM	SB LT[3]	325	79	73	79
	PM			246	**350**	**604**
	AM	SB RT	325	10	9	10
	PM			19	17	26

Notes:
Values shown in **bold** indicate movements where the queue length exceeds the available storage length.
1. The storage length was based on the latest site plan prepared for the project and/or conceptual plans for the traffic signal.
2. The queue length shown represents the 95th percentile queue length for each respective movement and is reported from Synchro 11.
3. The queues that extend past the turn pocket can either be accommodated in the adjacent lane and/or along the internal side streets.

1 INTRODUCTION

This Local Mobility Analysis (LMA) evaluates the traffic conditions associated with the proposed Rohr/Wohl Specific Plan project located in the City of Chula Vista. The traffic analyses have been prepared in accordance with the *City of Chula Vista Transportation Study Guidelines (TSG), January 2022 (City's TSG)* and coordination with the City's Development Services Department. The Project Information Form (PIF) approved on April 4, 2014 is included in **Appendix A**.

1.1 Project Location

The Project's area is generally bounded by G Street to the north, H Street to the south, Bay Boulevard to the east, and Marina Parkway to the west. The Project has been further separated into three planning areas in the following list:

- Planning Area A
- Planning Area B-1
- Planning Area B-2

Figure 1-1 shows the location of the planning areas within the Specific Plan boundaries.

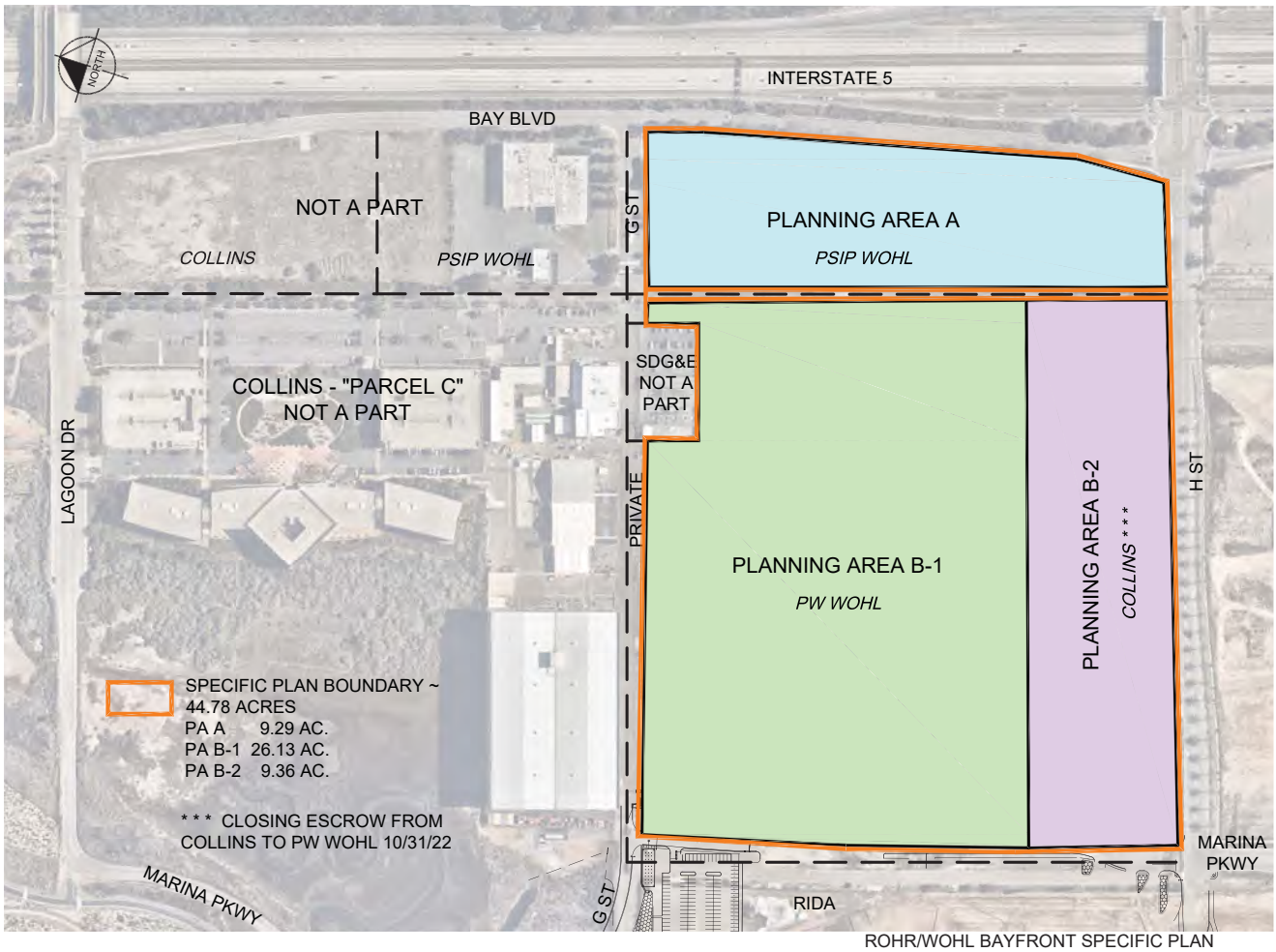
1.2 Project Description

The Project consists of a combination of a project- and programmatic-level analyses. The project-level analysis would be completed for the uses in Planning Area B-1. The programmatic-level analysis would be completed for the uses in Planning Areas A and B-2. Due to the uncertainty of the specific uses for Planning Areas A and B-2, the most probable and maximum intensity land uses were assumed for those areas (i.e., industrial uses that include commercial land uses). Additional details are provided in the Trip Generation section below. It should be noted that "the Project" refers to the project-level analysis of Planning Area B-1 and "the Total Project" refers to the programmatic-level analysis of Planning Areas A and B-2 and includes traffic from Planning Area B-1.

According to the City's General Plan, the Project is in an Industrial zone and located within the Bayfront Local Coastal Program. The City's Bayfront Local Coastal Program land use maps confirm that the Project's land use is Industrial – General, which provides for large-scale and more intensive industrial uses. As a result, the Project is consistent with the latest City planning documents and the study area would be limited to a 1-mile radius of the Project, subject to City concurrence.

Access for Planning Area B-1 will be provided off G Street. Access for Planning Area B-2 will be provided off H Street. Access for Planning Area A will be provided off G Street and H Street. The Project of Planning Area B-1 is estimated to be constructed and in operation by 2026. No timeline has been developed for the construction of the Project of Planning Areas A and B-2 at this time. **Figure 1-2** illustrates the Project site plan.

SHEET 1 OF 1



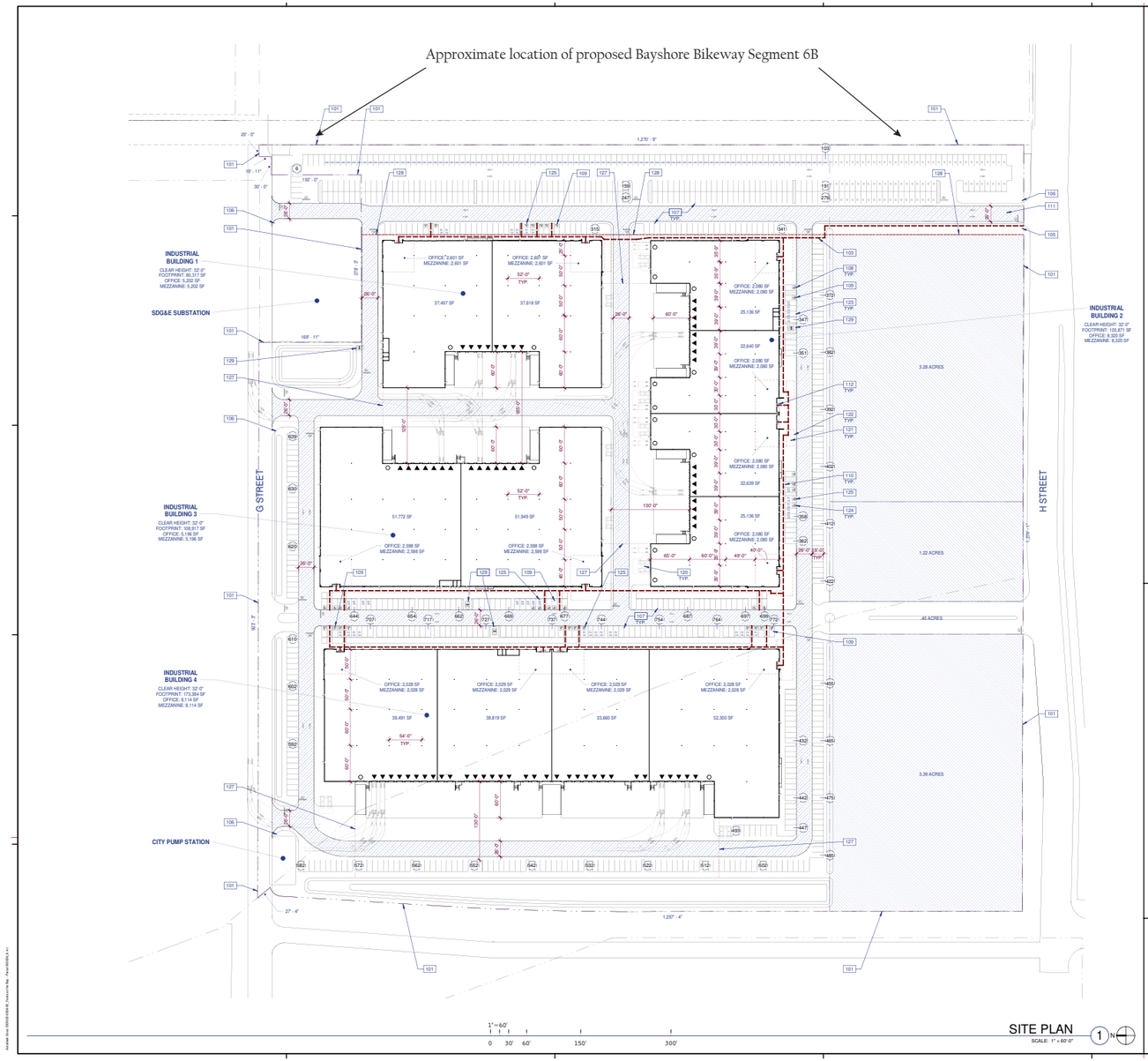
ROHR/WOHL BAYFRONT SPECIFIC PLAN
PLANNING AREAS
AUGUST 9, 2022

N
W E
S

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Rohr/Wohl Specific Plan

Figure 1-1
Planning Areas



CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT

KEYNOTES:

SEE SHEET A010 FOR GENERAL NOTES

101 LINE DENOTES EXISTING PROPERTY LINE.
103 ACCESSIBLE PATH OF TRAVEL 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
105 ACCESSIBLE ENTRY SIGNAGE.
106 FIRE LANE ENTRY SIGNAGE.
107 PAINTED PARKING STALL STRIPING PER CITY STANDARDS.
108 VAN ACCESSIBLE PARKING STALL WITH SIGNAGE. MAXIMUM SLOPE OF PARKING SURFACE AT ACCESSIBLE SPACE AND ADJACENT ACCESS AISLE, IN ANY DIRECTION, TO BE LESS THAN OR EQUAL TO 1:48. PER SECTION 11B-502.7.2.
109 VAN ACCESSIBLE P PARKING STALL WITH SIGNAGE. MAXIMUM SLOPE OF PARKING SURFACE AT ACCESSIBLE SPACE AND ADJACENT ACCESS AISLE, IN ANY DIRECTION, TO BE LESS THAN OR EQUAL TO 1:48. PER SECTION 11B-502.7.2.
110 ALL ACCESSIBLE PARKING SPACES ARE TO BE IDENTIFIED BY A REFLECTORIZED SIGN, PERMANENTLY POSTED IMMEDIATELY ADJACENT TO AND VISIBLE FROM EACH SPACE.
111 FIRE LANE (MINIMUM OF 26'-0" IN WIDTH AND WITH UNOBSTRUCTED VERTICAL CLEARANCE OF 13'-6" THROUGHOUT).
112 FULLY ACCESSIBLE BUILDING ENTRANCE WITH ACCESSIBLE ENTRY SIGNAGE.
120 TRASH ENCLOSURE PER CITY STANDARDS, REFER TO SHEET A01.0.
121 AMENITY AREA.
122 CANOPY ABOVE.
123 EVCS PARKING STALL PER CAL GREEN TABLE 5.106.5.3.3 AND PER TABLE 11B-228.3.2.1 REQUIREMENTS.
124 ACCESSIBLE EVCS PARKING STALL PER CAL GREEN TABLE 5.106.5.3.3 AND PER TABLE 11B-228.3.2.1 REQUIREMENTS.
125 VAN ACCESSIBLE EVCS PARKING STALL PER CAL GREEN TABLE 5.106.5.3.3 AND PER TABLE 11B-228.3.2.1 REQUIREMENTS.
127 PROPOSED GATE LOCATION.
128 SDG&E EASEMENT (NOTHING IS CONSTRUCTED EAST OF THIS EASEMENT - PARKING LAYOUT EAST OF THIS EASEMENT IS ONLY PAINTED STRIPING).
129 TRANSFORMER LOCATION.

LEGEND

- ACCESSIBLE PATH OF TRAVEL, 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
- PROPERTY LINE.
- POLE MOUNTED LIGHT FIXTURE.
- WALLPACK LIGHT FIXTURE.
- TRANSFORMER WITH CONCRETE PAD. (PROVIDE PROTECTION BOLLARDS PER LOCAL UTILITY OR PUBLIC WORK STANDARDS)
- LANDSCAPE AND IRRIGATION AREA.
- FIRE LANE (HATCHED)
- PARKING STALL COUNT TOTAL
- DOCK HIGH TRUCK DOOR
- GRADE LEVEL TRUCK DOOR
- FIRE HYDRANT
- P.I.V. WITH TAMPER
- FUTURE USE PARKING STALLS - NOT INCLUDED IN PARKING COUNT
- PA-B2 PARCELS

NOTE: IF THE BUILDING INSPECTOR DETERMINES NON-COMPLIANCE WITH ANY ACCESSIBILITY PROVISIONS, HE/SHE SHALL REQUIRE COMPLETE, DETAILED PLANS CLEARLY SHOWING ALL EXISTING, NON COMPLYING CONDITIONS AND THE PROPSED MODIFICATIONS TO MEET CURRENT ACCESSIBILITY PROVISIONS AFFECTED BY THE REMODEL, INCLUDING SITE PLAN, FLOOR PLANS, DETAILS, ETC.). THE PLANS MUST BE STAMPED BY THE FIELD INSPECTOR AND RE-SUBMITTED TO THE BUILDING DEVELOPMENT REVIEW DIVISION.

"I AM THE DESIGNER/OWNER IN RESPONSIBLE CHARGE OF THIS TENANT IMPROVEMENT PROJECT. I HAVE INSPECTED THE SITE/PREMISES AND DETERMINED THAT EXISTING CONDITIONS ARE IN FULL COMPLIANCE WITH CURRENT SITE ACCESSIBILITY REQUIREMENTS TO THE EXTENT REQUIRED BY LAW"

SIGNATURE:_____

PRINT NAME:_____

DATE:_____

WARE MALCOMB
ARCHITECTURE PLANNING INTERIORS
CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT
3611 Sorrento Valley Blvd, Suite 210
San Diego, CA, 92121
P 858.638.7277

YARDS AT THE BAY

MARINA PARKWAY & H STREET, CHULA VISTA, CALIFORNIA 91910

SITE PLAN

REMARKS	DATE
DESIGN REVIEW SUBMITTAL	06.05.2023

PA/PM: M. CABRERA
DRAWN BY.: N.R.
JOB NO.: SDG23-0036-00

SHEET A100

30/06/2023 - ENTITLEMENT PACKAGE

2 ANALYSIS APPROACH AND METHODOLOGY

This section summarizes the analysis approach and methodology used to evaluate the study intersections associated with the Project. It should be noted that the approach was based on the guidelines outlined in the *City's TSG*.

2.1 Study Area

This LMA addresses potential operational deficiencies that could result from the addition of the project traffic to the local circulation system. According to the *City's TSG*, a LMA should be prepared for projects generating more than 200 daily trips provided it is consistent with relevant City planning documents.

Table 2-1 summarizes the intersections that were identified for evaluation. The specific intersections within the study area were developed by coordination with City staff and considered key intersections based on the projected traffic generation and distribution. Additional details on the development of the study are contained in the proposed near-term study area technical memorandum, which can be found in **Appendix B**. It should be noted that after the approval of the key study area intersections, the Marina Parkway & G Street intersection (Int. #10) was removed from the analysis. This location fell below the 50 peak-hour trip threshold warranting analysis per the *City's TSG*.

Figure 2-1 illustrates the study intersections located within the study area for the Project.

2.2 Analysis Scenarios

The following scenarios were evaluated as part of the project:

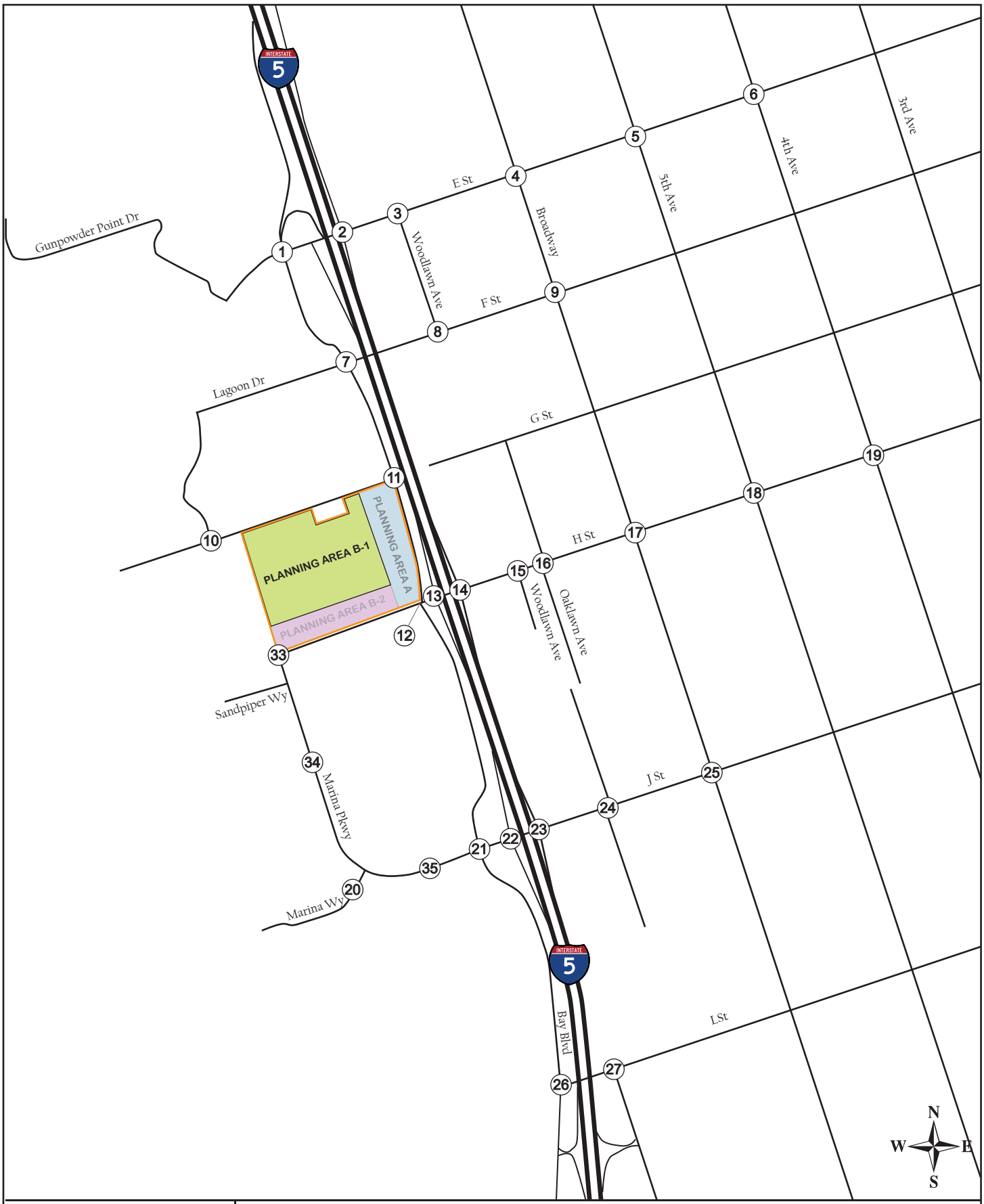
- Existing Conditions: This scenario represents the conditions on the ground at the time the traffic volume data was obtained (January/February 2023).
- Existing Plus Project Conditions: This scenario represents the conditions of the study area intersections with the Project traffic. The purpose of this scenario is to isolate the Project's effects and does not rely on other capacity improvements by other projects.
- Existing Plus Total Project Conditions: This scenario represents the conditions of the study area with the addition of the Total Project traffic. The purpose of this scenario is to provide more flexibility for the development within Planning Areas A and B-2 or the potential to accommodate at least a partial development of Planning Areas A and B-2 before the completion of the Year 2050 roadway network.
- Opening Year 2026 No Project Conditions: This scenario represents the opening day conditions in 2026 with the addition of an ambient growth and cumulative projects added to Existing Conditions.
- Opening Year 2026 With Project Conditions: This scenario represents the expected 2026 conditions with the addition of Project traffic.
- Opening Year 2026 With Total Project Conditions: This scenario represents the expected 2026 conditions with the addition of the Total Project traffic.

The traditional weekday peak-hour coinciding with the highest volume of traffic between 7:00 and 9:00 AM and between 4:00 and 6:00 PM was evaluated for each analysis scenario.

Table 2-1
Study Intersections

#	Intersection	Traffic Control[1]
1	I-5 SB Ramps & E St	Signal
2	I-5 NB Ramps & E St	Signal
3	Woodlawn Ave & E St	Signal
4	Broadway & E St	Signal
5	Fifth Ave & E St	Signal
6	Fourth Ave & E St	Signal
7	Bay Blvd & F St	AWSC
8	Woodlawn Ave & F St	AWSC
9	Broadway & F St	Signal
10	Marina Pkwy & G St	OWSC[2]
11	Bay Blvd & G St	OWSC
12	Bay Blvd & H St	Signal
13	I-5 SB Ramps & H St	Signal
14	I-5 NB Ramps & H St	Signal
15	Woodlawn Ave & H St	Signal
16	Oaklawn Ave & H St	Signal
17	Broadway & H St	Signal
18	Fifth Ave & H St	Signal
19	Fourth Ave & H St	Signal
20	Marina Pkwy & Marina Wy	OWSC
21	Bay Blvd & J St[3]	AWSC
22	I-5 SB Ramps & J St	Signal
23	I-5 NB Ramps & J St	Signal
24	Oaklawn Ave & J St	AWSC
25	Broadway & J St	Signal
26	Bay Blvd & L St	AWSC
27	Industrial Blvd & L St	Signal

Notes:
1. AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
2. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.



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Rohr/Wohl Specific Plan

Figure 2-1
Study Intersections

2.3 Methodology

2.3.1 Intersection Level of Service Analysis

Signalized and unsignalized intersection operations were analyzed with Synchro 11 software (Trafficware), using the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM6)*. The HCM methodology calculates delay, which corresponds to a particular LOS, to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

Signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were based on existing City of Chula Vista and Caltrans timing plans that are currently implemented in the field and were calibrated into the Synchro model. **Appendix C** contains a copy of the signal timing plans.

LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turns from the minor street approach. The criteria for the LOS grade designations are provided in **Table 2-2**.

Within the City of Chula Vista, the threshold for acceptable operating conditions for signalized and unsignalized intersections is LOS D or better.

Table 2-2
LOS Criteria for Intersections

LOS	LOS Criteria (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	EXCELLENT. Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	VERY GOOD. Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	GOOD. Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	FAIR. Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	POOR. Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	FAILURE. Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: *Highway Capacity Manual 6th Edition*

2.4 Improvement Thresholds

Table 2-3 indicates the thresholds for determining a project's substantial traffic effect on vehicular intersections. A project should consider feasible improvements to accommodate the addition of the proposed project's vehicular, pedestrian, and bicycle traffic, and both the transit access and increased demand for transit services and facilities.

Table 2-3
Transportation Improvement Thresholds

Facility	Facility Type	Substantial Traffic Effect
Signal	Whole intersection	Proposed project contributes to an intersection that currently operates or is projected to operate at LOS E or below.
		Proposed project causes an intersection's operations to degrade to LOS E or below.
	Turning Movement	Proposed project traffic either contributes to or is responsible for the 95th percentile queue length exceeding available storage length.
Freeway Interchange	Freeway Off-Ramp	Proposed project traffic either contributes to or is responsible for the 95th percentile queue length exceeding available off-ramp storage length and extending onto the freeway mainline
All-Way Stop Control	Whole intersection	Proposed project contributes to an intersection that currently operates, or is projected to operate, at LOS E or below.
		Proposed project causes the intersection's operations to LOS E or below during one or more peak hours.
Side-Street Stop Control	Critical Movement	Proposed project contributes to a critical movement of an intersection that currently operates, or is projected to operate at LOS E, or below.
		Proposed project causes the intersections critical movement to degrade to LOS E or below.
Pedestrian		All facilities within a project study area.
Bicycle		All facilities within a project study area.
Transit		All facilities within a project study area.

Source: *City of Chula Vista Transportation Study Guidelines, Table 3*

Table 2-4 summarizes the recommended improvements that a project could implement if a project is considered to have a substantial vehicular traffic effect.

Table 2-4
Recommended Improvements

Intersection Type	Location Type	Potential Improvements (Project Responsibility)[1, 2]				
Project Added peak-hour trips[8]		0% - 4%	5% - 19%[3]		20%+[4]	
Signal	Whole Intersection	Signal Retiming (100%)[5]	Signal Retiming (Fair share)[5]	Signal Upgrade/ITS (Fair share)[6]	Signal Retiming (100%)[5]	Signal Upgrade/ITS (100%)[6]
	Turning Movement	None	Add additional turn lane (Fair share)[7]	Extend existing turn pocket (Fair share)[7]	Add additional turn lane (100%)[7]	Extend existing turn pocket (100%)[7]
All-Way Stop Control		None	Coordinate with City staff to evaluate alternative control, including signalization, roundabout, turn restriction, additional turn lanes			
Side-Street Stop Control		None				

Notes:

Source: *City of Chula Vista Transportation Study Guidelines, Table 4*

1. All projects are expected to pay applicable impact fees in addition to implementing the project specific improvements.
2. Certain improvements may not be feasible due to constraints; alternative improvements can be considered with the approval of the City Engineer.
3. Project that contributes between 5% and 19% of the overall intersection peak hour traffic volumes can make fair share contributions toward the costs of the improvement, in addition to paying applicable impact fees.
4. Project that contributes 20% or more peak hour traffic volumes to an intersection is required to pay 100% of the improvement costs.
5. Project is expected to pay 100% of all signal retiming cost.
6. Signal upgrade/Intelligent Transportation System (ITS) improvements should be consistent with the City of Chula Vista Traffic Signal Communications Master Plan and recommendations from City staff. Project's applicant should coordinate with City staff to identify feasible signal upgrade/ITS improvements.
7. Coordinate with City staff to determine the appropriate improvement measure. Refer to the City of Chula Vista Design and Construction Standard Drawings for turn pocket requirements.
8. Project added peak hour trips is relative to pre-existing pre-project peak hour trips.

3 EXISTING CONDITIONS

This section describes the existing roadway network, peak hour traffic volumes, and operations at the study area intersections.

3.1 Roadway Network

E Street is classified as an east-west 4-lane Class I Collector roadway west of I-5, a 4-lane gateway street between I-5 and Broadway, and a 4-lane urban arterial east of Broadway. Sidewalks are provided on both sides of the roadway. On-street parking is prohibited on both sides of the roadway. The posted speed limit is 30 miles per hour (mph).

F Street is classified as an east-west 4-lane Downtown Promenade between I-5 and Broadway and a 2-Downtown Promenade east of Broadway. Sidewalks are provided on both sides of the roadway. On-street parking is prohibited on both sides of the roadway. The posted speed limit is 30 mph.

G Street is currently functioning as an east-west 2-lane roadway from Marina Parkway to approximately 350 feet west of Bay Boulevard, which widens to a 4-lane roadway to Bay Boulevard. Sidewalks are provided on both sides of the roadway on the 4-lane section. There are no posted speed limits in the area.

H Street is classified as an east-west 4-lane major street between Marina Parkway and Street A and transitions to a 5-lane major street until the I-5 interchange. However, the roadway is currently not built to its ultimate classification and functions as a 3-lane roadway with two travel lanes in the westbound direction, one travel lane in the eastbound direction, and a center two-way left-turn lane. urban arterial in the immediate vicinity of the Project with two travel lanes provided in each direction. Sidewalks are provided on the north side of the roadway. On-street parking is prohibited on both sides of the roadway. There are no posted speed limits in the area.

J Street is classified as an east-west 4-lane major roadway east of the I-5 interchange. Sidewalks are provided on both sides of the roadway. On-street parking is prohibited on both sides of the roadway. The posted speed limit is 30 mph.

L Street is classified as an east-west 4-lane gateway street between the I-5 interchange and Broadway and a 4-lane Class I Collector roadway east of Broadway. Sidewalks are provided on both sides of the roadway. On-street parking is prohibited on both sides of the roadway. The posted speed limit is 35 mph.

Marina Parkway is classified as a north-south 4-lane major street between the I-5 interchange and H Street. Marina Parkway transitions into J Street east of the I-5 interchange. There are intermittent sidewalks provided on both sides of the roadway. On-street parking is prohibited on both sides of the roadway. The posted speed limit is 35 mph.

Bay Boulevard is classified as a 2-lane Class II Collector from E Street to F Street and transitions to a 2-lane Class III Collector from F Street to J Street. Sidewalks are provided on the west side of the roadway. On-street parking is prohibited on both sides of the roadway. The posted speed limit is 35 mph.

Figure 3-1 illustrates the existing geometrics at the study area intersections.

3.2 Multi-Modal Analysis

In addition to the vehicular roadway network, alternative modes of travel such as pedestrian, bicycle, and transit are provided within the study area and described in more detail below. References were made with the *City's Active Transportation Plan, May 12, 2020 (City's ATP)*. **Appendix D** contains excerpts for the multi-modal analysis.

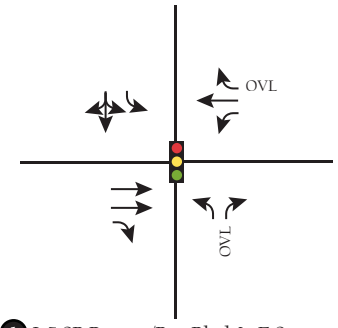
3.2.1 Pedestrian Access

The pedestrian analysis consists of documenting the existing pedestrian facilities and/or deficiencies in the study area. Deficiencies could include missing sidewalk sections, curb ramps, major obstructions, and slopes.

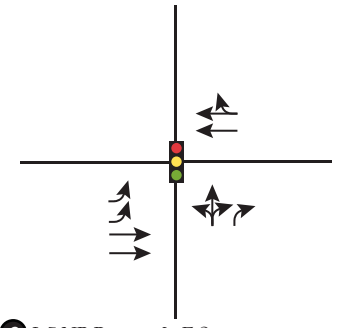
The roadway segments in the immediate study area and located west of I-5 generally have sidewalks on one or both sides of the roadway except for the following locations:

- Lagoon Drive: Last 600 feet prior to turning into Marina Parkway
- Marina Parkway: Between Lagoon Drive and H Street
- G Street: Between Marina Parkway and Bay Boulevard

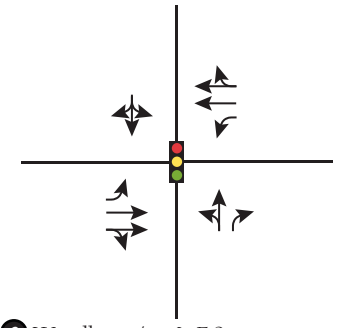
Pedestrians can walk along the west side of Bay Boulevard and cross the respective cross streets of F Street and H Street within the marked crosswalks. North of F Street, pedestrians would walk along the east side of Bay Boulevard until E Street. All curb ramps at the Bay Boulevard & H Street intersection have detectible warning strips. The other intersections along Bay Boulevard do not have detectible warning strips.



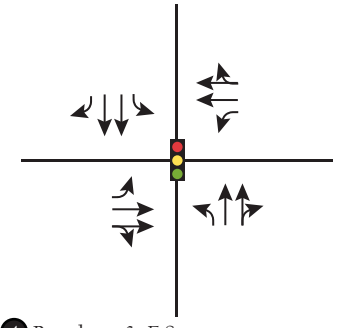
1 I-5 SB Ramps/Bay Blvd & E St



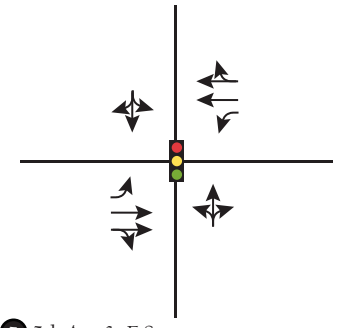
2 I-5 NB Ramps & E St



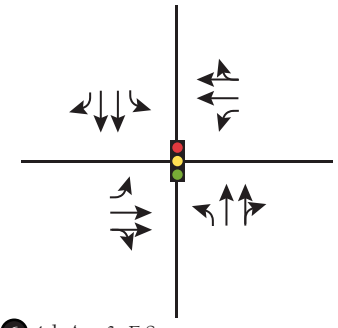
3 Woodlawn Ave & E St



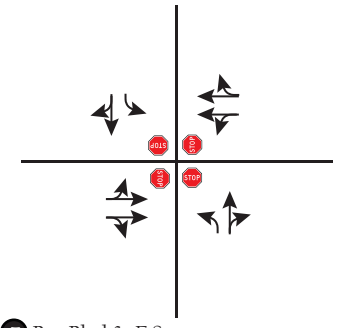
4 Broadway & E St



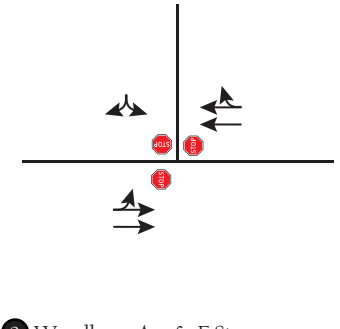
5 5th Ave & E St



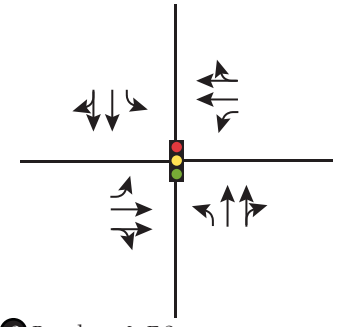
6 4th Ave & E St



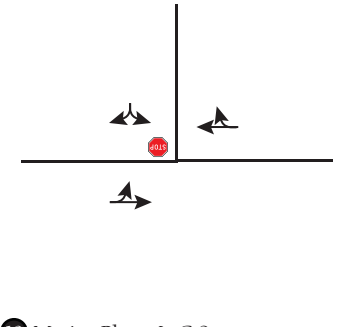
7 Bay Blvd & F St



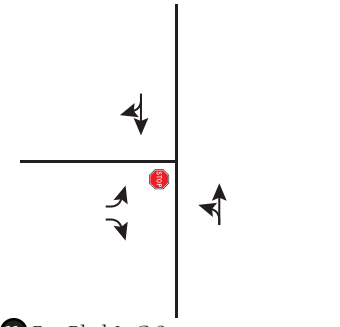
8 Woodlawn Ave & F St



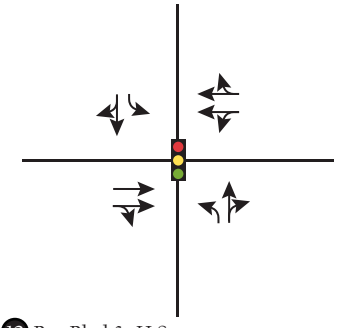
9 Broadway & F St



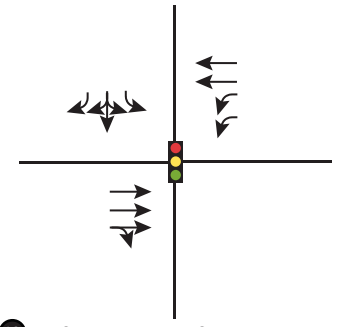
10 Marina Pkwy & G St



11 Bay Blvd & G St

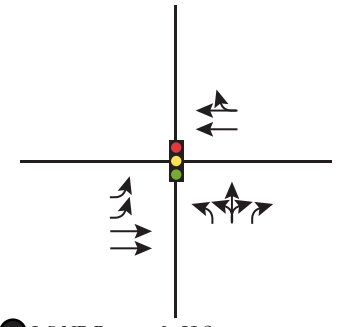


12 Bay Blvd & H St



13 I-5 SB Ramps & H St





14 I-5 NB Ramps & H St

LEGEND

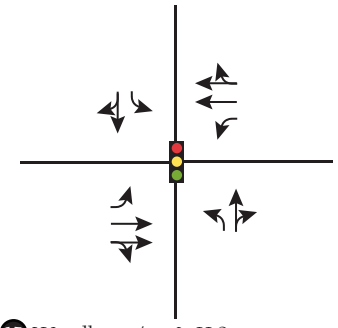
STOP	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap

Naming Convention:
North / South & East / West

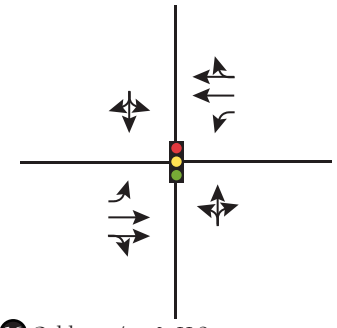
MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

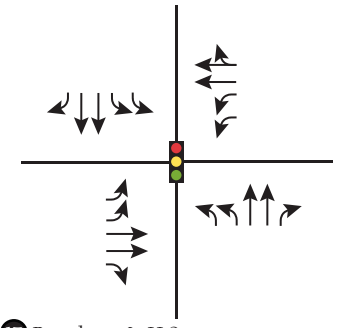
Figure 3-1
Existing Intersection Geometrics



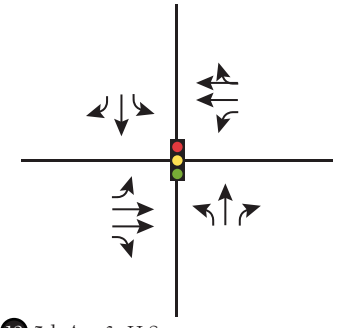
15 Woodlawn Ave & H St



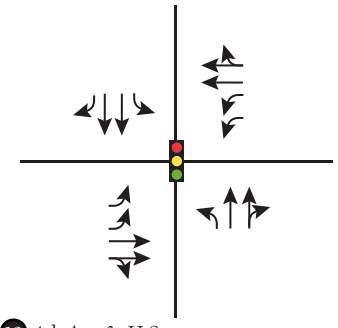
16 Oaklawn Ave & H St



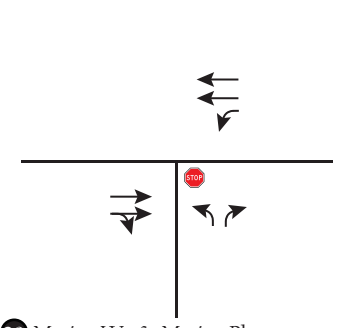
17 Broadway & H St



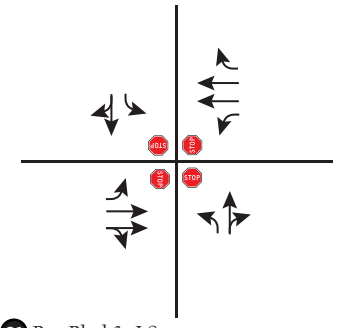
18 5th Ave & H St



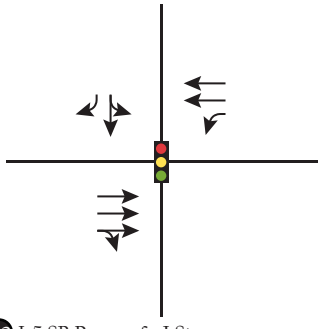
19 4th Ave & H St



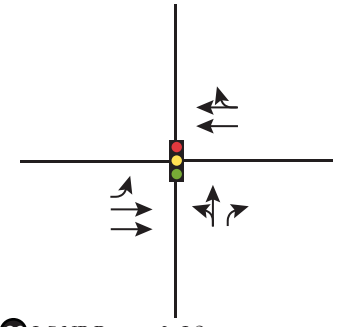
20 Marina Wy & Marina Pkwy



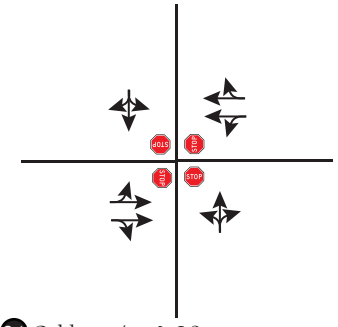
21 Bay Blvd & J St



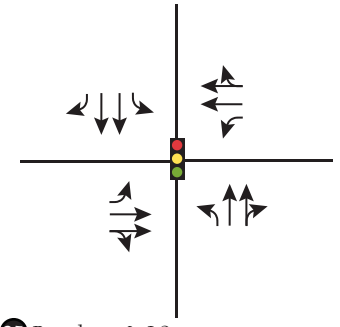
22 I-5 SB Ramps & J St



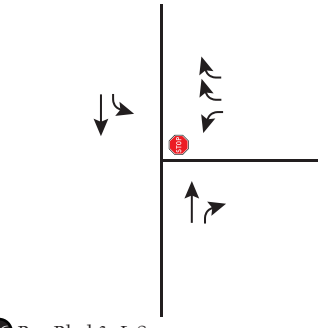
23 I-5 NB Ramps & J St



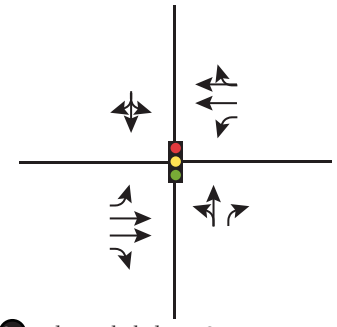
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



27 Industrial Blvd & L St

LEGEND

Intersection Control

F Free Movement

OVL Right-Turn Overlap

Naming Convention:
North / South & East / West



N
W E
S

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Figure 3-1a
Existing Intersection Geometrics

3.2.2 Bicycle Access

The bicycle analysis consists of documenting the existing bicycle facilities and/or deficiencies in the study area. Deficiencies could include bike lane gaps or obstructions from the project access along the study roadways.

Within the study area, there is a Class I bicycle path along the south side of H Street between Marina Parkway and Bay Boulevard and connects with the existing Bayshore Bikeway. Within the study area, there is a Class II bicycle lane on both sides of Bay Boulevard between E Street and L Street, both sides of F Street between Marina Parkway and I-5, and both sides of Marina Parkway between F Street and J Street.

According to the *City's ATP*, there are three bicycle projects that are shown in the top 10 bicycle projects list within the study area. These projects include the following:

- H Street between Bay Boulevard and Third Avenue (Rank 1): Construct a multi-use path on both sides of the roadway.
- Bay Boulevard between E Street and H Street (Rank 6): Construct a multi-use path.
- F Street between Bay Boulevard and Third Avenue (Rank 7): Construct a multi-use path.

The Bayshore Bikeway segment between Lagoon Drive and H Street (referenced as Segment 6B in the *City's ATP*) is proposed to be located along the abandoned rail line between Planning Area A and B-1/B-2. The proposed cross section for this segment is 14-feet in width that includes a 5-foot shared use path and a 2-foot shoulder in each direction. It should be noted that project construction, including subsequent phases of the project, will not obstruct the future construction of the proposed Bayshore Bikeway segment.

3.2.3 Transit Service

The transit analysis consists of identifying the closest transit routes and stops to the project.

There are no transit stops located west of I-5. The Metropolitan Transit Service (MTS) provides transit service to the E Street and H Street trolley stops with Routes 701, 704, 705, 709, and 932. Route 701 provides daily service between the H Street Transit Center and Palomar Street Transit Center. Headways are approximately 20 minutes during the weekday peak-hours.

Route 704 provides daily service between the E Street Transit Center and Palomar Street Transit Center. Headways are approximately 30 minutes during the weekday peak-hours.

Route 705 provides service on Monday through Saturday between the E Street Transit Center and Southwestern College. Headways are approximately 30 minutes during the weekday peak-hours.

Route 709 provides daily service between the H Street Transit Center and Eastlake. Headways are approximately 30 minutes during the weekday peak-hours.

Route 932 provides daily service between the 8th Street Transit Center and Iris Avenue Transit Center with stops at the E Street Transit Center. Headways are approximately 20 minutes during the weekday peak-hours.

The nearest transit stops (Routes 701 and 709) to the Project are located at the H Street Transit Center and approximately a 1,000-foot walk to/from the Project.

The immediate intersections near the E and H Street Transit Centers would be affected by the at-grade trolley crossings. According to the analysis contained in the *Chula Vista Bayfront Master Plan Traffic Study*, delays at the intersections affected by the trolley crossings would be increased between 17 and 40 seconds per vehicle and result in a drop in LOS grade.

3.3 Traffic Volumes

Existing traffic volumes were obtained on January 25, 2023 and February 23, 2023. **Figure 3-2** illustrates the study area traffic volumes.

Appendix E contains a copy of the traffic volume data sheets.

3.4 Intersection Analysis

Table 3-2 summarizes the LOS analysis results for the study area intersections under Existing Conditions.

As shown in the table, all intersections operate at LOS D or better during the weekday peak-hours except for the following:

- I-5 Southbound Ramps & E Street (LOS F – PM Peak)
- I-5 Southbound Ramps & J Street (LOS F – PM Peak)
- Bay Boulevard & L Street (LOS F – PM Peak)

Appendix F contains the intersection LOS worksheets.

Table 3-1
Existing Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay[1]	LOS[2]
1	I-5 SB Ramps & E St	Signal	AM	10.2	B
			PM	25.3	C
2	I-5 NB Ramps & E St	Signal	AM	51.5	D
			PM	14.8	B
3	Woodlawn Ave & E St	Signal	AM	11.4	B
			PM	13.3	B
4	Broadway & E St	Signal	AM	42.0	D
			PM	46.7	D
5	Fifth Ave & E St	Signal	AM	17.6	B
			PM	15.4	B
6	Fourth Ave & E St	Signal	AM	39.3	D
			PM	39.9	D
7	Bay Blvd & F St	AWSC	AM	9.9	A
			PM	15.5	C
8	Woodlawn Ave & F St	AWSC	AM	9.0	A
			PM	10.2	B
9	Broadway & F St	Signal	AM	41.3	D
			PM	43.2	D
10	Marina Pkwy & G St	OWSC	AM	n/a[4]	
			PM		
11	Bay Blvd & G St	OWSC	AM	10.2	B
			PM	0.0	A
12	Bay Blvd & H St	Signal	AM	24.1	C
			PM	30.1	C
13	I-5 SB Ramps & H St	Signal	AM	30.2	C
			PM	47.9	D
14	I-5 NB Ramps & H St	Signal	AM	10.4	B
			PM	11.8	B
15	Woodlawn Ave & H St	Signal	AM	18.5	B
			PM	15.7	B
16	Oaklawn Ave & H St	Signal	AM	30.4	C
			PM	26.6	C

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal

1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.

Table 3-1
Existing Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay[1]	LOS[2]
17	Broadway & H St	Signal	AM	31.2	C
			PM	32.9	C
18	Fifth Ave & H St	Signal	AM	42.6	D
			PM	19.0	B
19	Fourth Ave & H St	Signal	AM	44.4	D
			PM	37.9	D
20	Marina Pkwy & Marina Wy	OWSC	AM	9.6	A
			PM	10.8	B
21	Bay Blvd & J St[3]	AWSC	AM	25.6	D
			PM	11.1	B
22	I-5 SB Ramps & J St	Signal	AM	39.5	D
			PM	**93.1**	**F**
23	I-5 NB Ramps & J St	Signal	AM	27.2	C
			PM	17.4	B
24	Oaklawn Ave & J St	AWSC	AM	16.7	C
			PM	15.1	C
25	Broadway & J St	Signal	AM	45.0	D
			PM	46.9	D
26	Bay Blvd & L St	AWSC	AM	10.9	B
			PM	**139.3**	**F**
27	Industrial Blvd & L St	Signal	AM	11.9	B
			PM	42.6	D

Notes:
OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. The intersection could not be analyzed since the intersection was completely blocked off on the day of the counts.



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St

25 / 13	370 / 582	278 / 795
8 / 47	1	4 / 11
5 / 16		172 / 322

		303 / 369
		18 / 20
		31 / 36

I-5 NB Ramps & E St

		568 / 403
150 / 313	2	12 / 15
302 / 678		365 / 3
		459 / 346

		329 / 409

Woodlawn Ave & E St

8 / 7	3	7 / 18
6 / 8		665 / 677
15 / 12		64 / 48
9 / 15		139 / 103
643 / 907		4 / 2
41 / 86		41 / 31

Broadway & E St

234 / 276	4	89 / 88
318 / 423		395 / 315
54 / 60		53 / 74
244 / 255		139 / 145
353 / 433		529 / 375
82 / 244		47 / 65

5th Ave & E St

72 / 50	5	113 / 49
62 / 81		404 / 425
17 / 11		20 / 34
73 / 33		34 / 21
344 / 493		93 / 81
30 / 35		29 / 39

4th Ave & E St

72 / 72	6	76 / 118
608 / 597		384 / 351
142 / 124		120 / 108
78 / 84		121 / 108
260 / 398		691 / 585
67 / 87		64 / 81

Bay Blvd & F St

206 / 10	7	72 / 81
39 / 284		18 / 5
149 / 301		63 / 83
9 / 187		26 / 6
8 / 28		80 / 24
9 / 32		50 / 34

Woodlawn Ave & F St

22 / 19	8	95 / 114
85 / 102		141 / 145
28 / 31		
189 / 344		

Broadway & F St

47 / 45	9	41 / 34
377 / 567		113 / 156
23 / 40		53 / 83
48 / 49		37 / 89
123 / 155		571 / 463
136 / 190		63 / 86

Marina Pkwy & G St

n/a

Bay Blvd & G St

110 / 417	11	1 / 0
1 / 0		152 / 62

Bay Blvd & H St

28 / 40	12	67 / 17
46 / 224		61 / 51
35 / 156		32 / 18
38 / 158		1 / 1
2 / 4		72 / 25
		21 / 32

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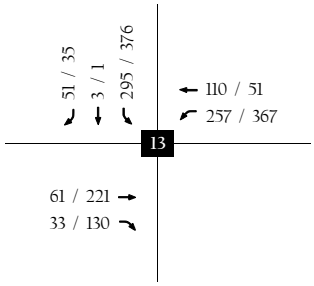
Existing Conditions Traffic Volumes

Figure 3-2

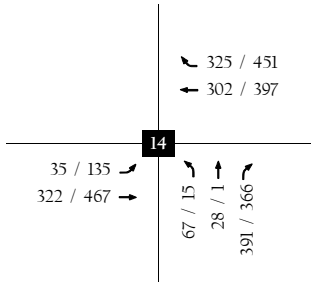


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

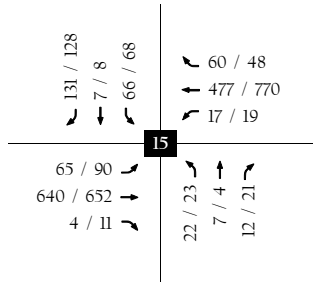
I-5 SB Ramps & H St



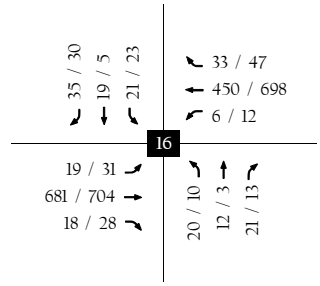
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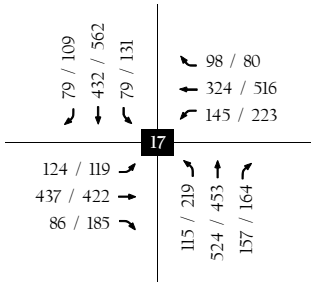
Woodlawn Ave & H St



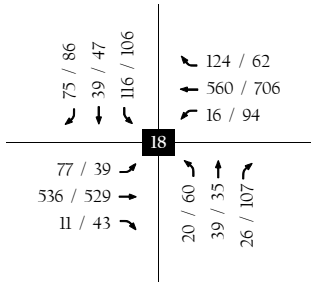
Oaklawn Ave & H St



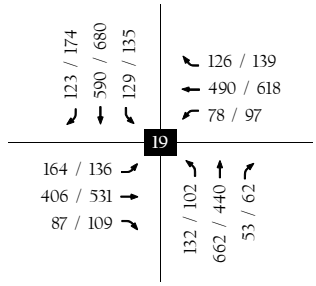
Broadway & H St



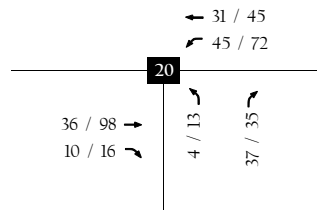
5th Ave & H St



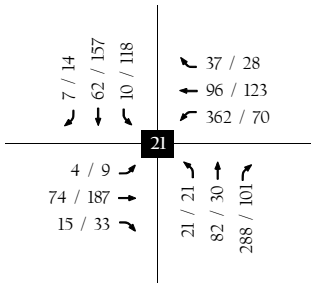
4th Ave & H St



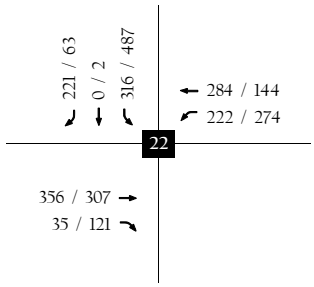
Marina Wy & Marina Pkwy



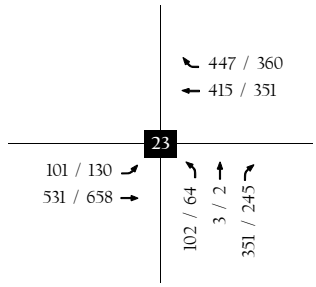
Bay Blvd & J St



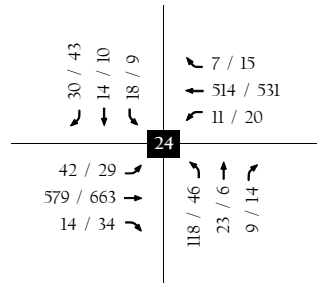
I-5 SB Ramps & J St



I-5 NB Ramps & J St



Oaklawn Ave & J St



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Existing Conditions Traffic Volumes

Figure 3-2a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
81 / 154 535 / 709 44 / 51 40 / 46 272 / 327 46 / 71 25 113 / 125 407 / 382 252 / 184 146 / 115 596 / 588 54 / 75	121 / 134 87 / 91 151 / 53 177 / 357 26 122 / 39 183 / 783	7 / 6 14 / 7 4 / 3 2 / 8 162 / 339 88 / 255 27 34 / 4 74 / 549 119 / 321 157 / 67 16 / 5 168 / 232	Does not exist
Mid Proj Dwy & G St	**E Proj Dwy & G St**	**Proj Dwy & H St**	**Emp Proj Dwy & H St**
Does not exist	Does not exist	Does not exist	Does not exist

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Existing Conditions Traffic Volumes

Figure 3-2b

4 PROJECT-LEVEL PROJECT TRAFFIC

This section describes the estimated trip generation, trip distribution, and assignment of trips associated with the Project-Level analysis to the adjacent roadway network.

4.1 Trip Generation

Trip generation rates published by the *SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002* were applied to the existing and proposed uses on site to estimate the traffic generation characteristics of the site. The trip generation was estimated for the AM and PM peak-hour and daily traffic. It should be noted that the trips associated with the industrial use have been separated into passenger cars and trucks and converted to passenger car equivalents (PCE) for analysis purposes. Passby and internal capture trips were not accounted for as a conservative estimate.

The trip generation was also estimated for the existing uses on site. The existing trips were subtracted from the proposed trips to determine the net trip generation for the Project. **Table 4-1** summarizes the proposed trip generation for the Project located in Planning Area B-2.

As shown in the table, the Project is estimated to generate a subtotal of 7,520 daily trips with 903 AM peak-hour trips and 903 PM peak-hour trips and a total of 8,501 daily trips with 1,065 AM peak-hour trips and 1,065 PM peak-hour trips with the PCE adjustments. After applying the existing trip credits, the Project is estimated to generate a net total of 5,115 daily trips with 446 AM peak-hour trips and 442 PM peak-hour trips and a net total of 6,096 daily trips with 608 AM peak-hour trips and 584 PM peak-hour trips with the PCE adjustments.

Table 4-1
Project Trip Generation

TRIP GENERATION RATES[1]								
Land Use	Weekday Daily	AM PEAK % ADT	AM PEAK In:Out Ratio		PM PEAK % ADT	PM PEAK In:Out Ratio		
Industrial/Business Park (w/commercial)	16 trips / ksf	12%	0.80	: 0.20	12%	0.20	: 0.80	
Manufacturing/Assembly	4 trips / ksf	19%	0.90	: 0.10	20%	0.20	: 0.80	
Quality Restaurant	100 trips / ksf	1%	0.60	: 0.40	8%	0.70	: 0.30	

TRIP GENERATION CALCULATIONS									
Land Use	Planning Area	Amount	ADT	AM PEAK In	AM PEAK Out	AM PEAK Total	PM PEAK In	PM PEAK Out	PM PEAK Total
Existing Uses									
Manufacturing/Assembly	B-1	601.225 ksf	2,405	412	45	457	97	384	481
Existing Trips			**2,405**	**412**	**45**	**457**	**97**	**384**	**481**
Proposed Uses									
Project-Level Analysis									
Industrial/Business Park (w/commercial)	B-1	470.000 ksf	7,520	723	180	903	181	722	903
Passenger Cars (83.1% Daily, 88.2% AM, 88.2% PM):			6,884	638	159	797	160	637	797
Trucks (16.9% Daily, 11.8% AM, 11.8% PM)[2]:			636	85	21	106	21	85	106
2-axle (16.7%, PCE = 1.5)[3, 4]:			160	21	5	26	5	21	26
3-axle (20.7%, PCE = 2)[3, 4]:			264	35	9	44	9	35	44
4+ axle (62.6%, PCE = 3)[3, 4]:			1,193	159	39	198	39	159	198
Subtotal (Trucks with PCE):			*1,617*	*215*	*53*	*268*	*53*	*215*	*268*
Subtotal: Project-Level Analysis									
Total Vehicle Trip Generated (Passenger Cars and Trucks)			**7,520**	**723**	**180**	**903**	**181**	**722**	**903**
Total Trip Generation (Passenger Cars and Trucks with PCE)			**8,501**	**853**	**212**	**1,065**	**213**	**852**	**1,065**
Net: Project-Level Analysis									
Total Vehicle Trip Generated (Passenger Cars and Trucks)			**5,115**	**311**	**135**	**446**	**84**	**338**	**422**
Total Trip Generation (Passenger Cars and Trucks with PCE)			**6,096**	**441**	**167**	**608**	**116**	**468**	**584**

Notes:
ksf: 1,000 sf

1. The trip rates are based on *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.*
2. The truck trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* for the Industrial Park land use (LUC 130).
3. The recommended truck mix percentages are based on the *South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage.*
4. The PCE factors are based on the *County of Riverside Transportation Analysis Guidelines, December 2020.*

4.2 Trip Distribution and Assignment

The project trip distribution for the Project Level Analyses was primarily based on information contained in the *Chula Vista Bayfront Master Plan Traffic Impact Analysis, March 2008 (Bayfront TIA)*. This distribution was obtained through coordination with SANDAG and based on the SANDAG Series 10 Select Zone model plots of zones within the Bayfront Redevelopment Area. The SANDAG select zone distribution used on the 2008 Bayfront traffic analysis was based on an earlier generation of the four-step model, which has been superseded by the current activity-based model.

A screenline analysis was performed to determine the overall trip distribution for the Project. The following list summarizes the trip distribution:

- 26 percent to/from the north
- 26 percent to/from the south
- 48 percent to/from the east

It should be noted that approximately 21 percent of the traffic was internal to the Bayfront development. However, as a conservative estimate, the percentages were proportionally adjusted to add up to 100 percent.

Figure 4-1 displays the assumed Project trip distribution through the study intersections and project driveways. Based on the Project trip generation and distribution, the Project trips were assigned to the study area. **Figure 4-2** illustrates the Project trip assignment.

Appendix G contains the trip assignment figures without the PCE adjustments.



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1 ← 5% / (0%) ↰ 7% / (0%) 0% / (5%) → 0% / (7%) ↱	2 ← 12% / (0%) 0% / (12%) →	3 ← 12% / (0%) 0% / (12%) →	4 1% / (0%) ↲ ← 10% / (0%) 0% / (1%) ↰ 0% / (10%) → 0% / (1%) ↱ 1% / (0%)
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5 1% / (0%) ↲ ← 8% / (0%) 0% / (1%) ↰ 0% / (8%) → 0% / (1%) ↱ 1% / (0%)	6 1% / (0%) ↲ ← 6% / (0%) 0% / (1%) ↰ 0% / (6%) → 0% / (1%) ↱ 1% / (0%)	7 7% / (0%) ↓ ↰ 6% / (0%) 0% / (7%) ↑ 0% / (6%) ↱	8 ← 6% / (0%) 0% / (6%) →
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9 ← 6% / (0%) 0% / (6%) →	10 5% / (0%) ↲ ↰ 0% / (5%)	11 13% / (0%) ↲ 0% / (13%) ↰ 0% / (6%) ↱ 6% / (0%)	12 0% / (3%) ↓ 0% / (3%) ↘ ↰ 3% / (0%) ← 52% / (0%) 0% / (52%) → 0% / (14%) ↱ 14% / (0%) ↑ 3% / (0%)

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Opening Year Project Trip Distribution

Figure 4-1



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
26% / (0%) ↓ ← 29% / (0%) 13 0% / (40%) → 0% / (15%) ↘	← 14% / (0%) 14 0% / (26%) ↙ 0% / (14%) → 15% / (0%) ↘	← 14% / (0%) 15 0% / (14%) →	← 14% / (0%) 16 0% / (14%) →

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
3% / (0%) ↓ ← 3% / (0%) 17 0% / (3%) ↙ 0% / (3%) → 0% / (8%) ↘ 8% / (0%) ↘	← 3% / (0%) 18 0% / (3%) →	← 3% / (0%) 19 0% / (3%) →	0% / (10%) ↓ ↙ 10% / (0%) 20

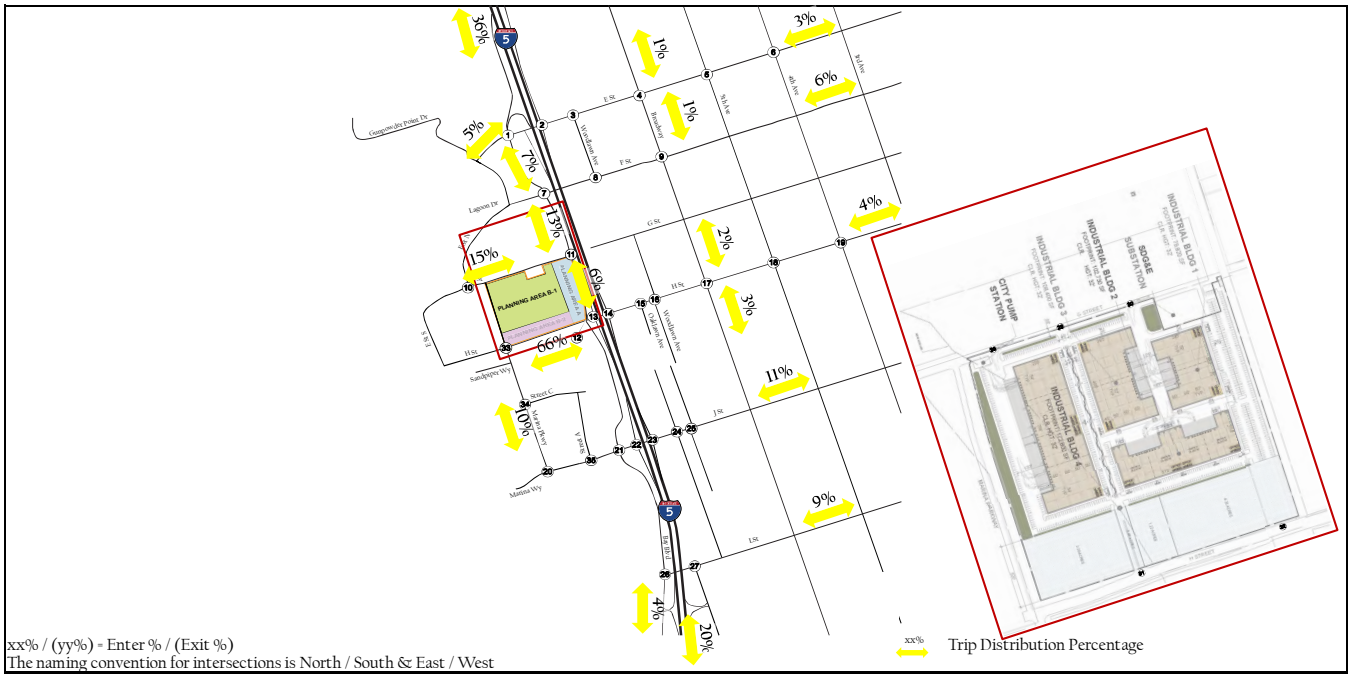
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
0% / (12%) ↓ 0% / (5%) ↓ ↙ 5% / (0%) ← 5% / (0%) 21 0% / (5%) → 0% / (5%) ↘ ↘ 5% / (0%) ↑ 12% / (0%)	← 10% / (0%) 22 0% / (8%) → 0% / (2%) ↘	← 8% / (0%) 23 0% / (8%) → ↘ 2% / (0%)	← 8% / (0%) 24 0% / (8%) →

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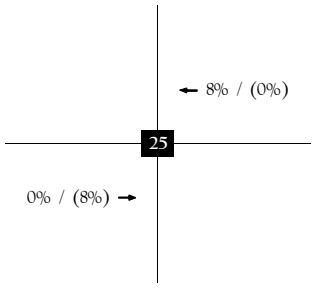
Opening Year Project Trip Distribution

Figure 4-1a

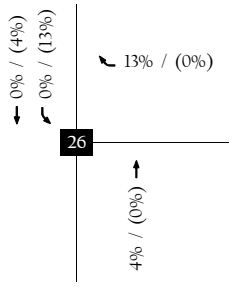


xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

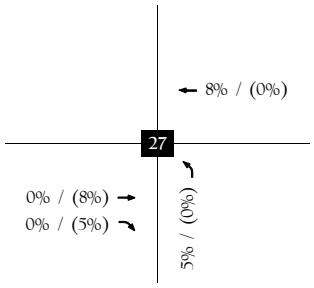
Broadway & J St



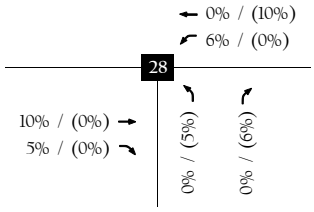
Bay Blvd & L St



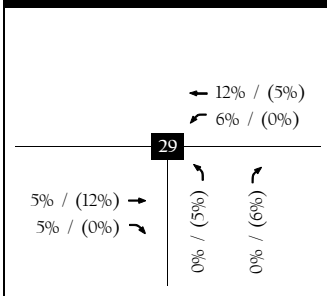
Industrial Blvd & L St



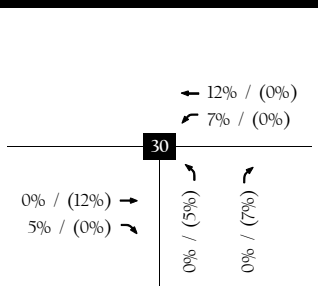
W Proj Dwy & G St



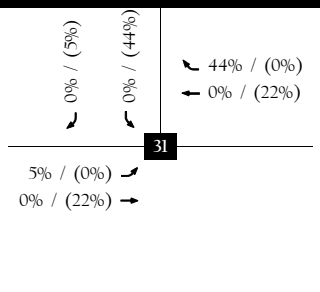
Mid Proj Dwy & G St



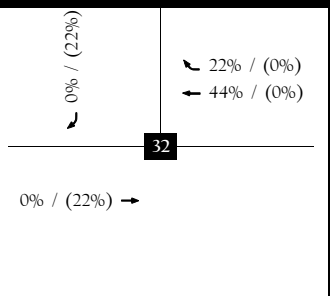
E Proj Dwy & G St



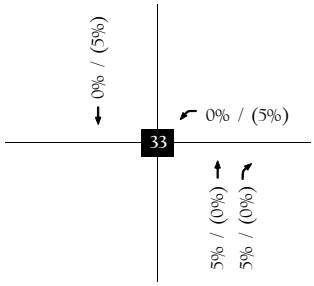
Proj Dwy & H St



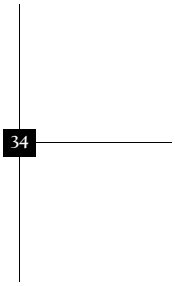
Emp Proj Dwy & H St



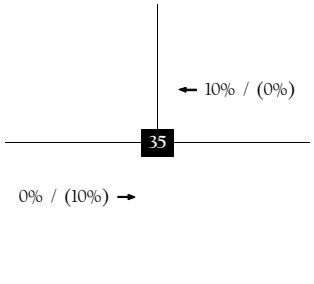
Marina Pkwy & H St



Marina Pkwy & Street C



Street A & J St



PA-A Proj Dwy & G St

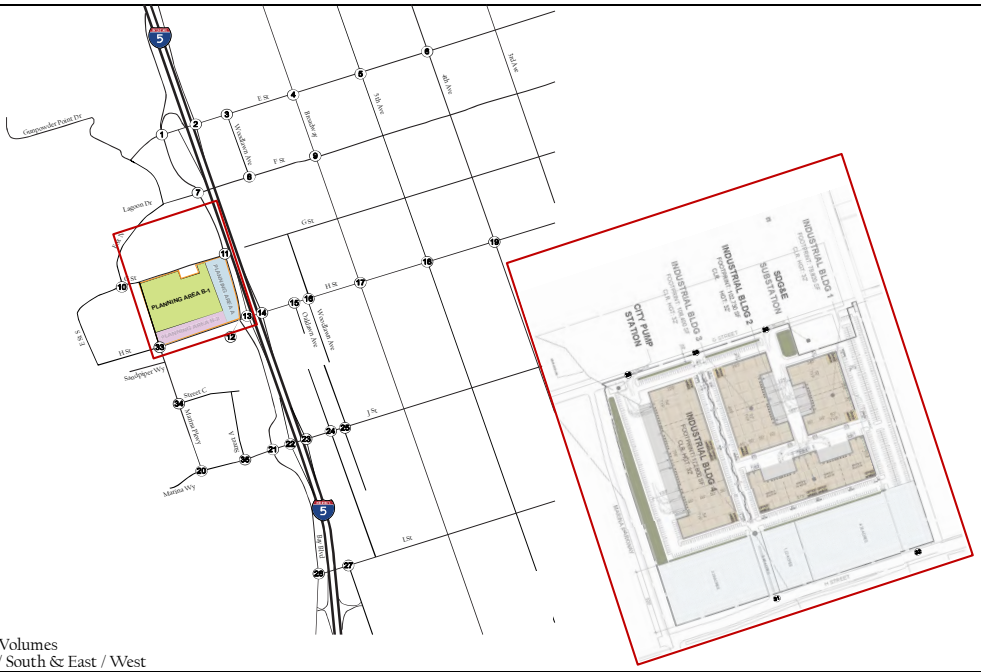
Does not exist

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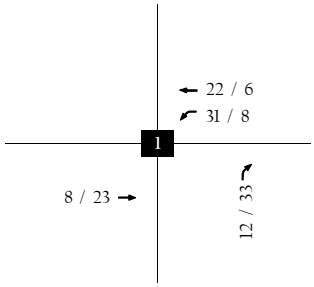
Opening Year Project Trip Distribution

Figure 4-1b

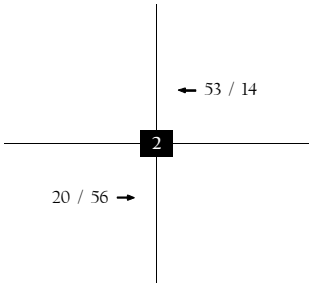


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

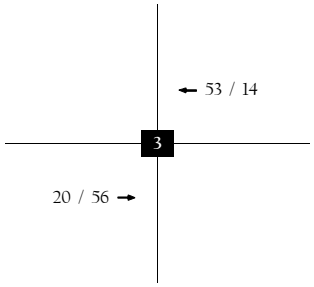
I-5 SB Ramps / Bay Blvd & E St



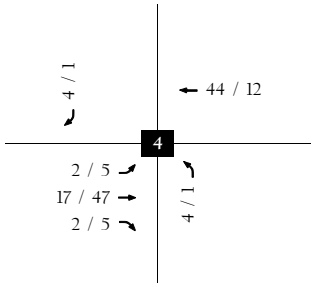
I-5 NB Ramps & E St



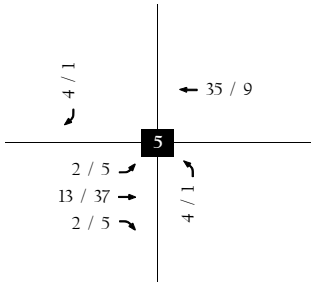
Woodlawn Ave & E St



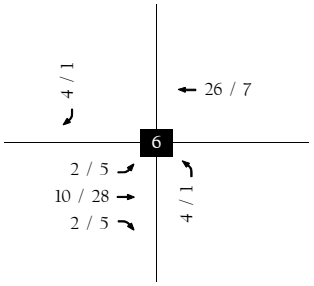
Broadway & E St



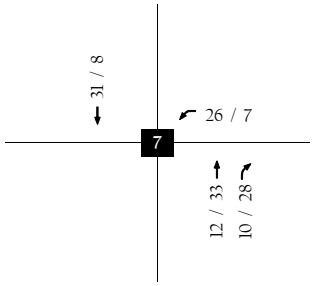
5th Ave & E St



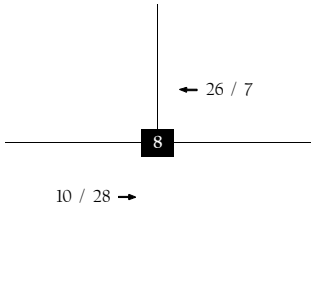
4th Ave & E St



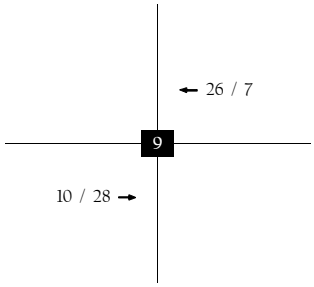
Bay Blvd & F St



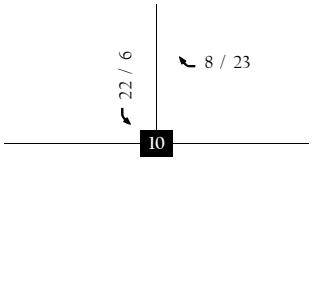
Woodlawn Ave & F St



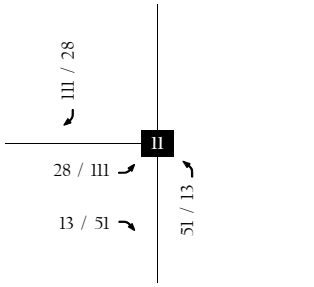
Broadway & F St



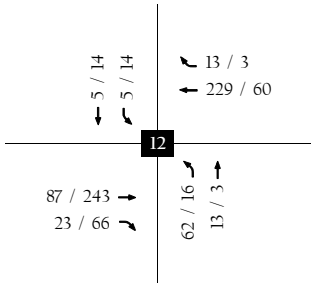
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St



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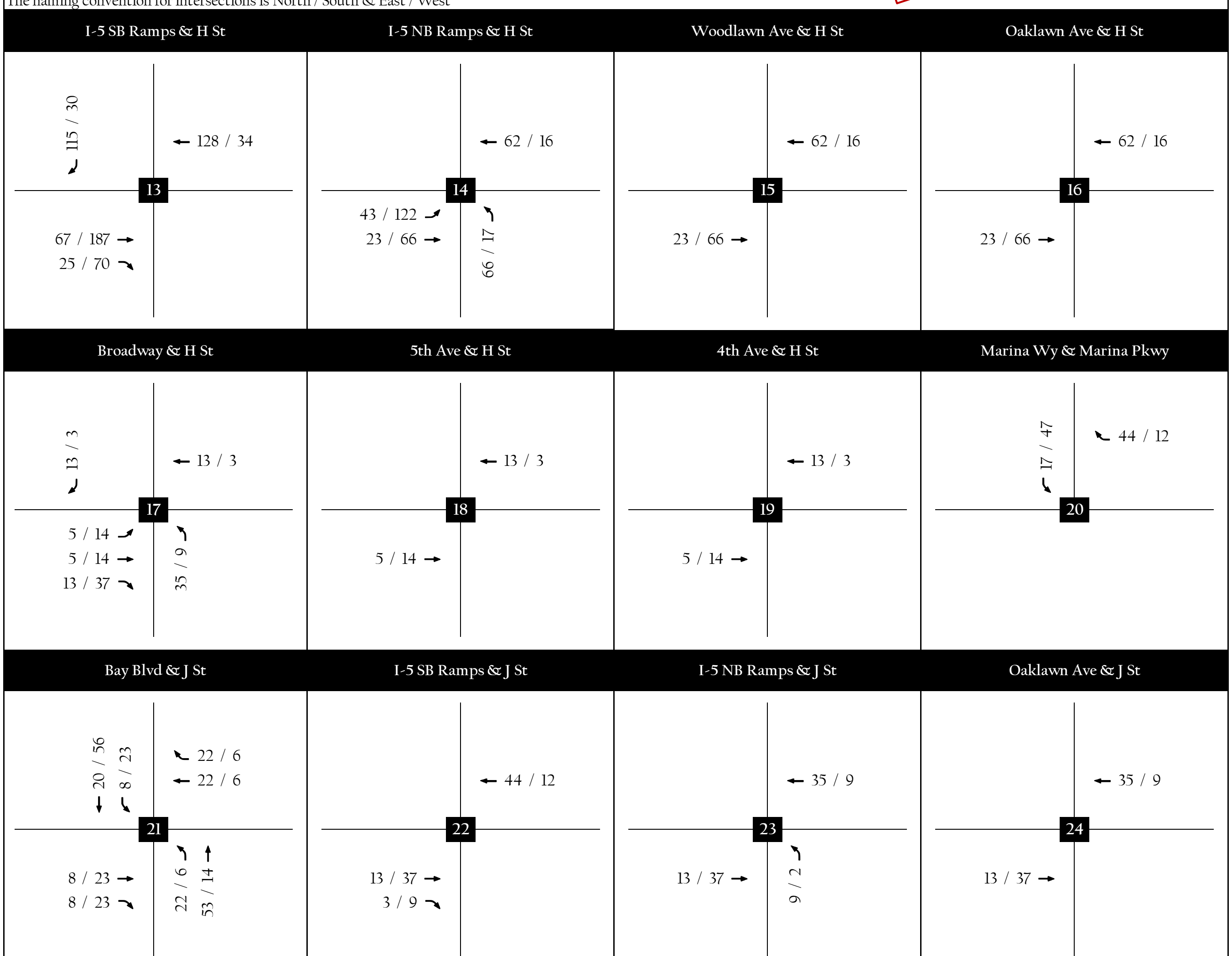
Rohr/Wohl Specific Plan

Project Trip Assignment

Figure 4-2



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



MIZUTA TRAFFIC CONSULTING	Rohr/Wohl Specific Plan **Project Trip Assignment**	Figure 4-2a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
35 / 9 ← 25 13 / 37 →	7 / 19 ← 22 / 61 ↖ 57 / 15 ↖ 26 18 / 5 ↑	35 / 9 ← 27 13 / 37 → 8 / 23 ↙ 22 / 6 ↘	21 / 85 ← 51 / 13 ↖ 28 85 / 21 → 43 / 11 ↙ 11 / 43 ↘ 13 / 51 ↗
Mid Proj Dwy & G St	**E Proj Dwy & G St**	**Proj Dwy & H St**	**Emp Proj Dwy & H St**
113 / 69 ← 51 / 13 ↖ 29 68 / 113 → 43 / 11 ↙ 11 / 43 ↘ 13 / 51 ↗	102 / 26 ← 60 / 15 ↖ 30 25 / 102 → 43 / 11 ↙ 11 / 43 ↘ 15 / 60 ↗	11 / 43 ↙ 93 / 375 ↑ 375 / 94 ↖ 47 / 187 ← 31 43 / 11 ↙ 47 / 187 →	47 / 187 ↙ 188 / 47 ↖ 375 / 94 ← 32 47 / 187 →
Marina Pkwy & H St	**Marina Pkwy & Street C**	**Street A & J St**	**PA-A Proj Dwy & G St**
8 / 23 ↓ 8 / 23 ↖ 33 22 / 6 ↑ 22 / 6 ↗	34	44 / 12 ← 35 17 / 47 →	Does not exist

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Project Trip Assignment

Figure 4-2b

5 EXISTING PLUS PROJECT TRAFFIC CONDITIONS

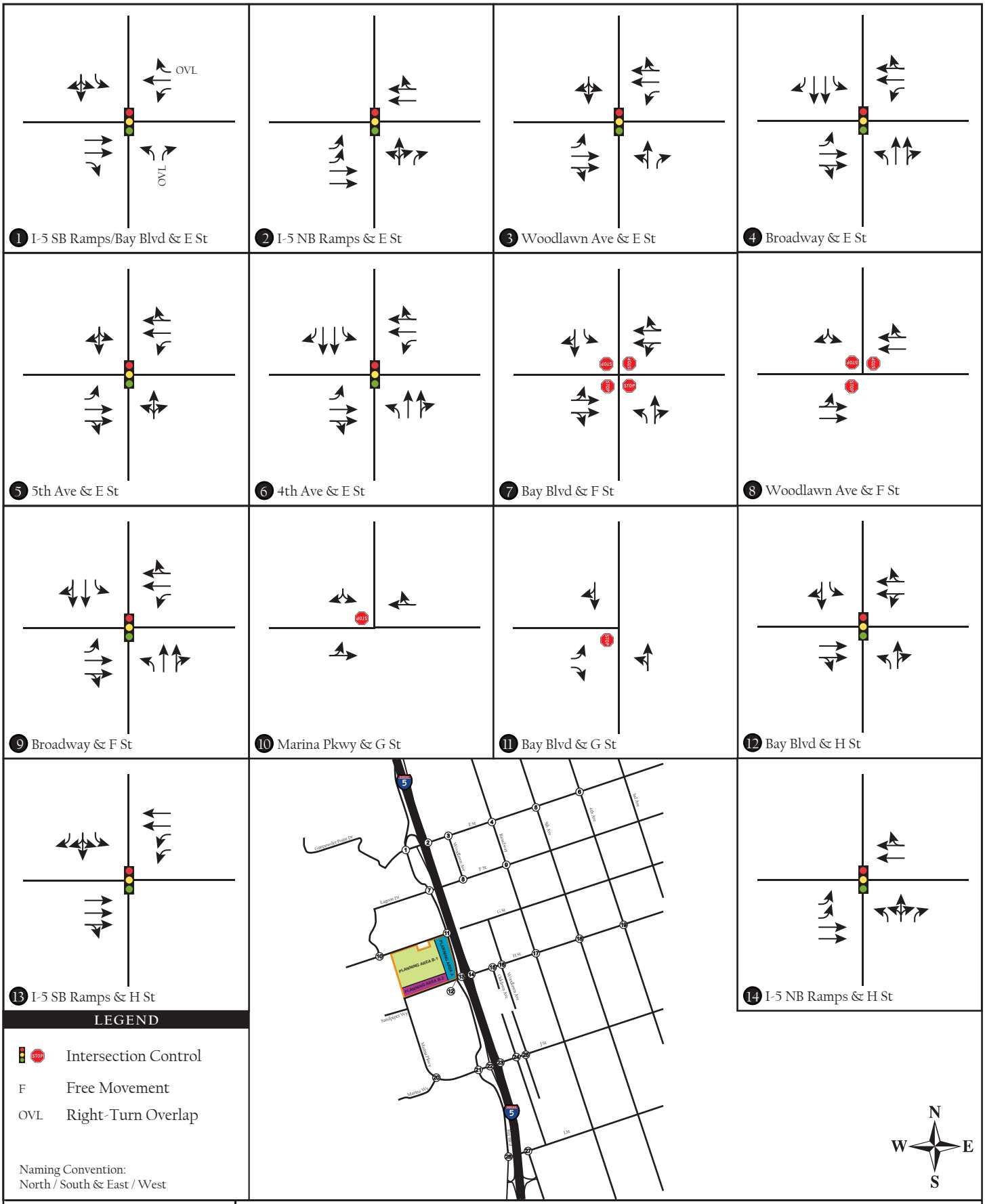
This section summarizes the operations at the study area intersections with Project traffic added to the existing street network.

5.1 Roadway Network

The lane configuration and traffic controls for the Existing Plus Project conditions are consistent with Existing Conditions as shown in Figure 3-3 with the following exceptions:

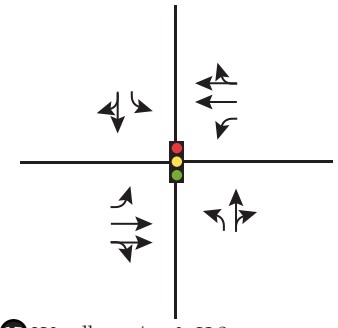
- West Project Driveway & G Street (Int #28): Construct south leg and stop controlled. Associated with Project.
- Middle Project Driveway & G Street (Int #29): Construct south leg and stop controlled. Associated with Project.
- East Project Driveway & G Street (Int #30): Construct south leg and stop controlled. Associated with Project.
- Main Project Driveway & H Street (Int #31): Construct north leg and stop controlled. Associated with Project.
- Employee Project Driveway & H Street (Int #32): Construct north leg and stop controlled. Associated with Project.

It should be noted that all project driveways along G Street and H Street would be full access driveways except for the Employee Project Driveway along H Street, which would be restricted to right-in, right-out movements only. **Figure 5-1** illustrates the intersection geometrics at the study area intersections and includes the project driveways.

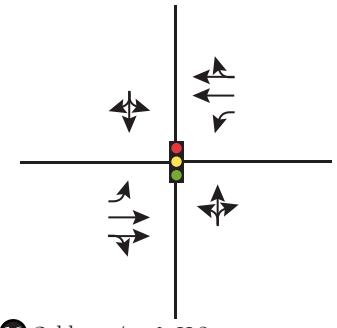


Rohr/Wohl Specific Plan

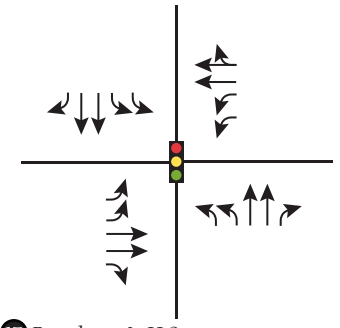
Figure 5-1
Existing Plus Project Intersection Geometrics



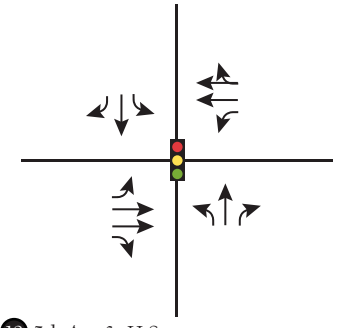
15 Woodlawn Ave & H St



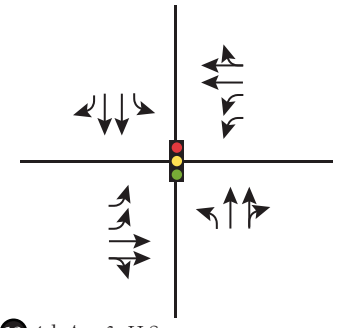
16 Oaklawn Ave & H St



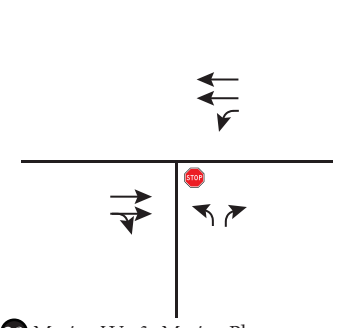
17 Broadway & H St



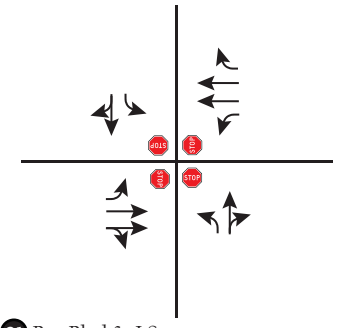
18 5th Ave & H St



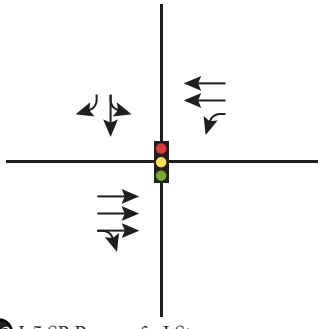
19 4th Ave & H St



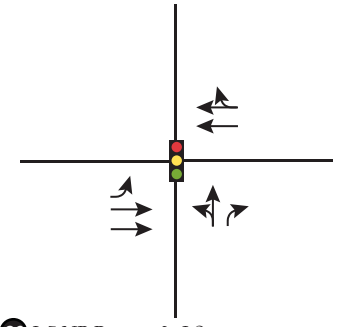
20 Marina Wy & Marina Pkwy



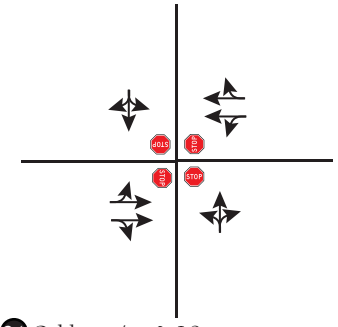
21 Bay Blvd & J St



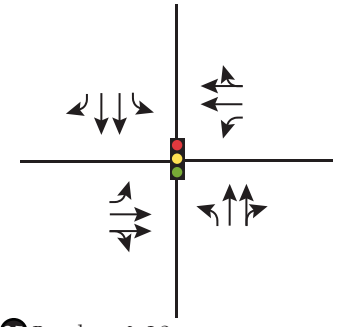
22 I-5 SB Ramps & J St



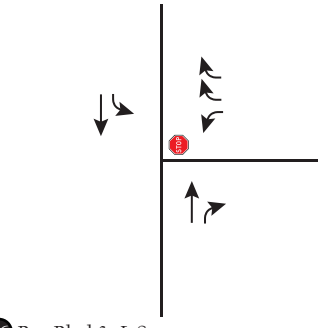
23 I-5 NB Ramps & J St



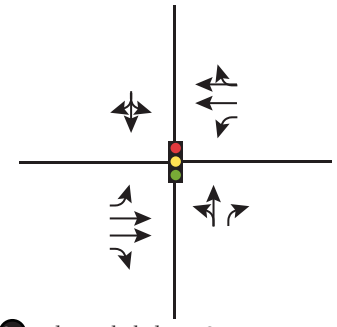
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



27 Industrial Blvd & L St

LEGEND

Intersection Control

F Free Movement

OVL Right-Turn Overlap

Naming Convention:
North / South & East / West

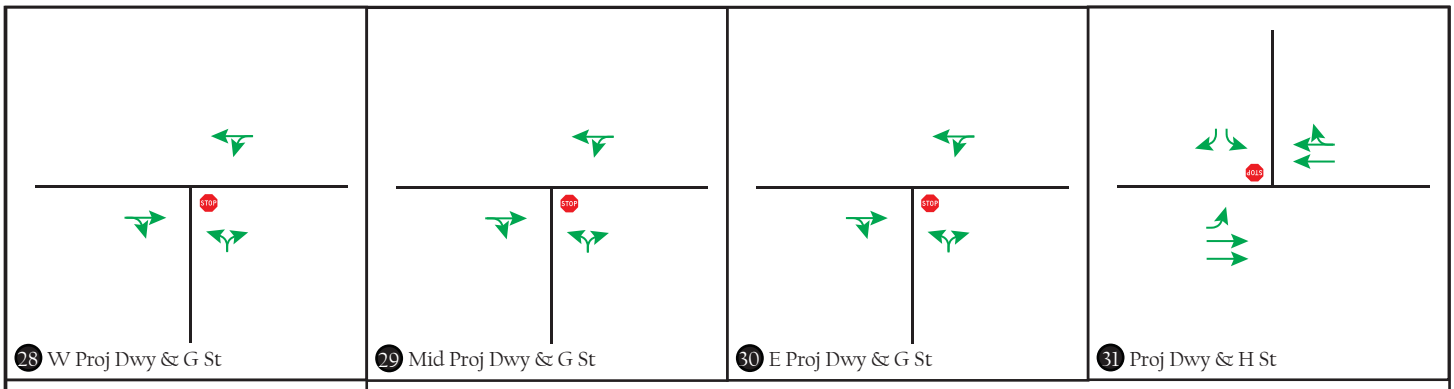


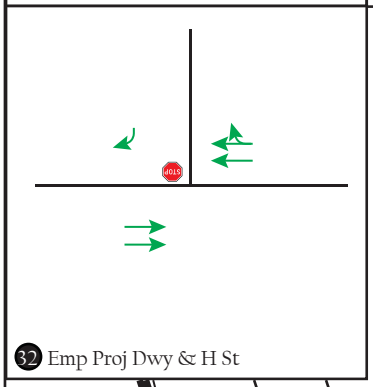
N
W E
S

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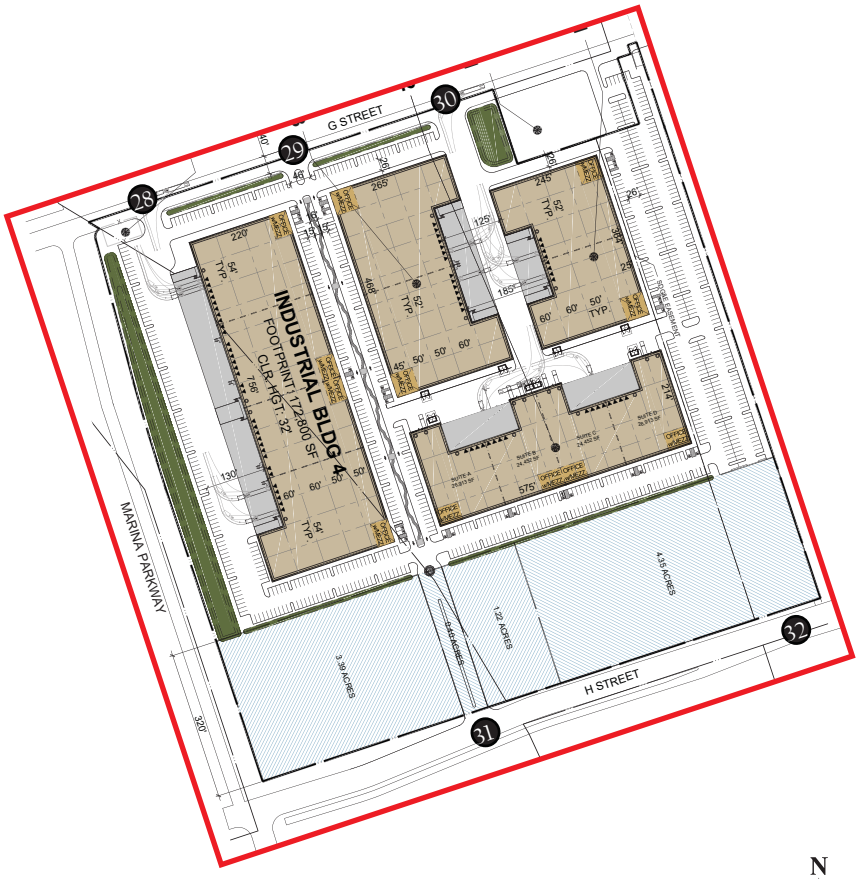
Rohr/Wohl Specific Plan

Figure 5-1a
Existing Plus Project Intersection Geometrics









LEGEND

STOP	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap

Improvements are shown in green.

Naming Convention:
North / South & East / West

N
W E
S

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Figure 5-1b
Existing Plus Project Intersection Geometrics

5.2 Traffic Volumes

The Existing Plus Project traffic volumes were determined by adding the Project traffic volumes to the existing traffic volumes. **Figure 5-2** illustrates the Existing Plus Project traffic volumes.

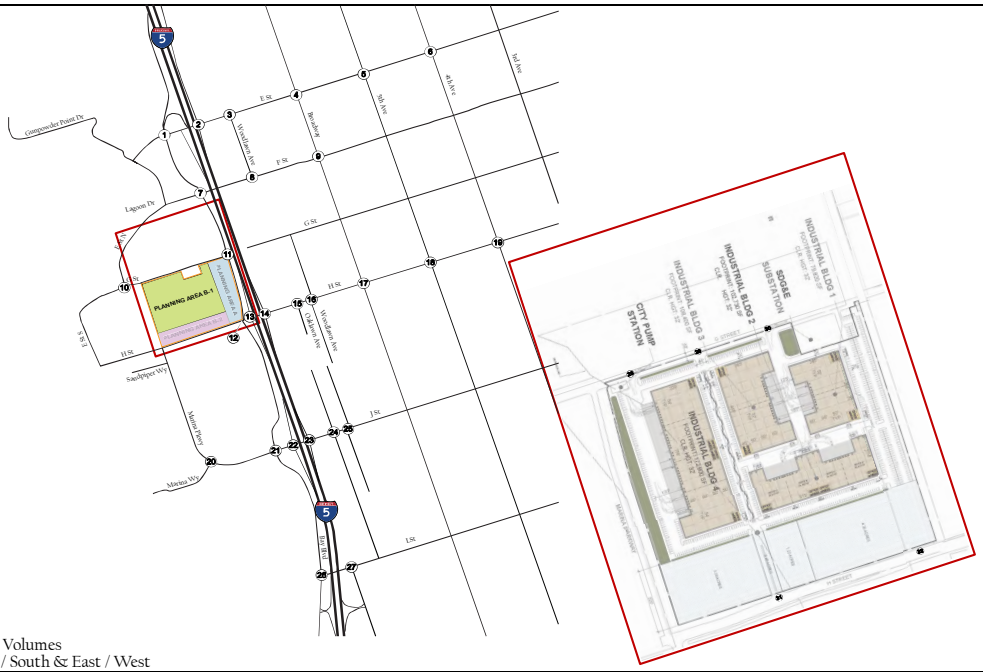
5.3 Intersection Analysis

Table 5-1 displays the LOS analysis results for the study intersection under Existing Plus Project conditions.

As shown in the table, all intersections, including the project driveways, are expected to operate at LOS D or better during the weekday peak-hours with the addition of the Project traffic except for the following:

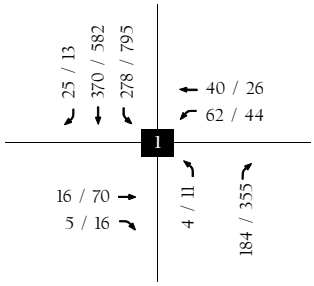
21. Bay Boulevard & J Street (LOS E – AM Peak)
22. I-5 Southbound Ramps & J Street (LOS F – PM Peak)
26. Bay Boulevard & L Street (LOS F – PM Peak)

Appendix F contains the intersection LOS worksheets.

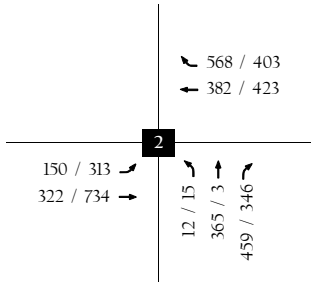


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

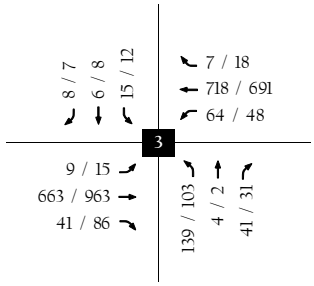
I-5 SB Ramps / Bay Blvd & E St



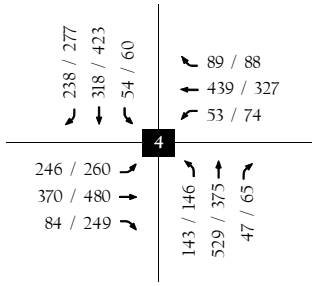
I-5 NB Ramps & E St



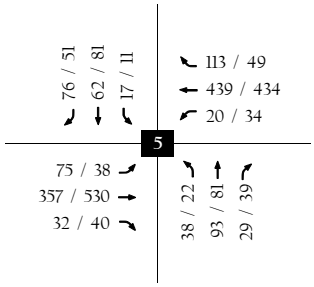
Woodlawn Ave & E St



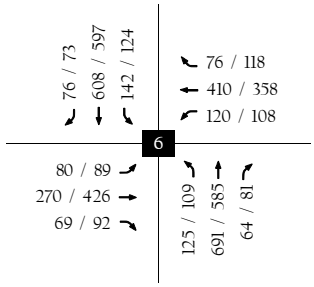
Broadway & E St



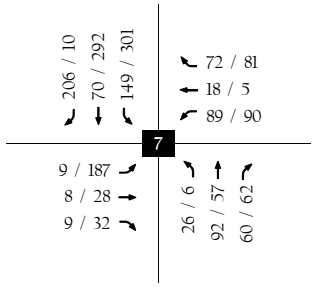
5th Ave & E St



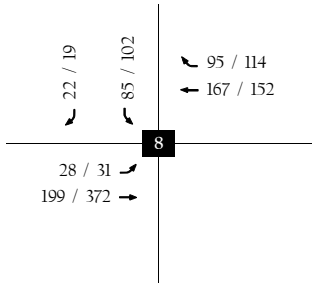
4th Ave & E St



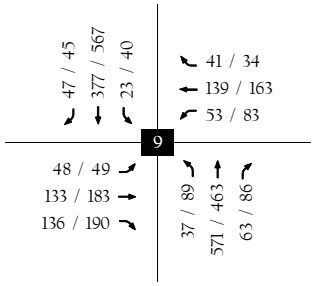
Bay Blvd & F St



Woodlawn Ave & F St



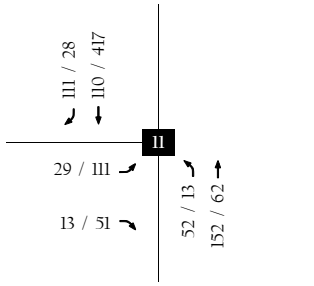
Broadway & F St



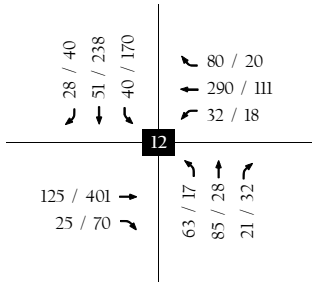
Marina Pkwy & G St

n/a

Bay Blvd & G St



Bay Blvd & H St

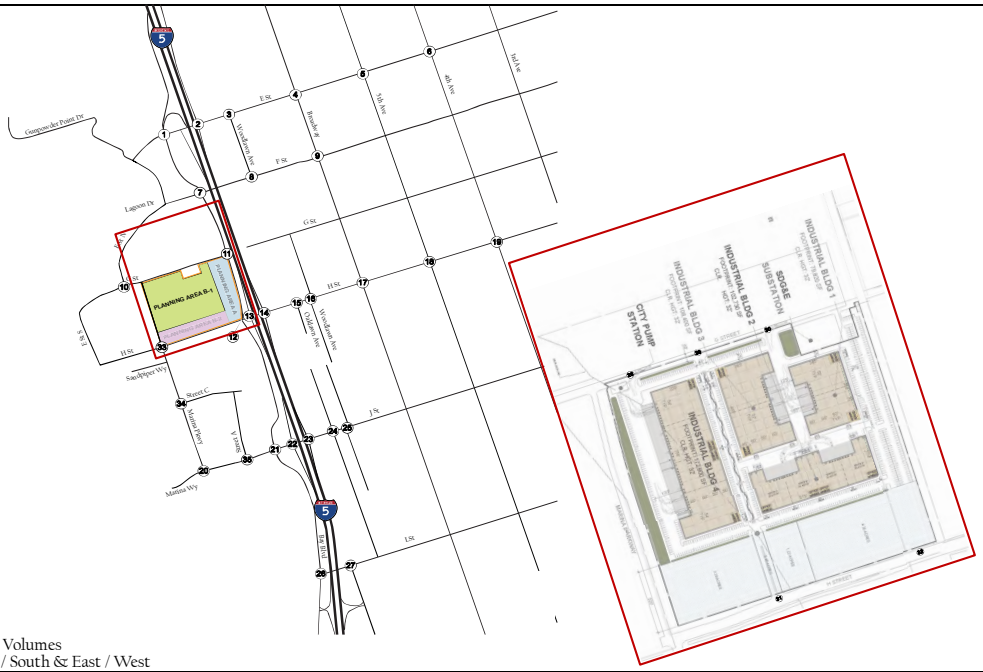


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Existing Plus Project Traffic Volumes

Figure 5-2



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St

166 / 65	3 / 1	295 / 376
	13	
128 / 408 →		← 238 / 85
58 / 200 ←		← 257 / 367

I-5 NB Ramps & H St

		← 325 / 451
	14	← 364 / 413
78 / 257 ←		
345 / 533 →		133 / 32 ↑ 28 / 1 ↑ 391 / 366 ↑

Woodlawn Ave & H St

131 / 128	7 / 8	66 / 68
	15	
65 / 90 ←		← 60 / 48
663 / 718 →		← 539 / 786
4 / 11 ←		← 17 / 19
		22 / 23 ↑ 7 / 4 ↑ 12 / 21 ↑

Oaklawn Ave & H St

35 / 30	19 / 5	21 / 23
	16	
19 / 31 ←		← 33 / 47
704 / 770 →		← 512 / 714
18 / 28 ←		← 6 / 12
		20 / 10 ↑ 12 / 3 ↑ 21 / 13 ↑

Broadway & H St

92 / 112	432 / 562	79 / 131
	17	
129 / 133 ←		← 98 / 80
442 / 436 →		← 337 / 519
99 / 222 ←		← 145 / 223
		150 / 228 ↑ 524 / 453 ↑ 157 / 164 ↑

5th Ave & H St

75 / 86	39 / 47	116 / 106
	18	
77 / 39 ←		← 124 / 62
541 / 543 →		← 573 / 709
11 / 43 ←		← 16 / 94
		20 / 60 ↑ 39 / 35 ↑ 26 / 107 ↑

4th Ave & H St

123 / 174	590 / 680	129 / 135
	19	
164 / 136 ←		← 126 / 139
411 / 545 →		← 503 / 621
87 / 109 ←		← 78 / 97
		132 / 102 ↑ 662 / 440 ↑ 53 / 62 ↑

Marina Wy & Marina Pkwy

		← 75 / 57
	20	← 45 / 72
53 / 145 →		4 / 13 ↑ 37 / 35 ↑
10 / 16 ←		

Bay Blvd & J St

7 / 14	82 / 213	18 / 141
	21	
4 / 9 ←		← 59 / 34
82 / 210 →		← 118 / 129
23 / 56 ←		← 362 / 70
		43 / 27 ↑ 135 / 44 ↑ 288 / 101 ↑

I-5 SB Ramps & J St

221 / 63	0 / 2	316 / 487
	22	
		← 328 / 156
369 / 344 →		← 222 / 274
38 / 130 ←		

I-5 NB Ramps & J St

		← 447 / 360
	23	← 450 / 360
101 / 130 ←		
544 / 695 →		111 / 66 ↑ 3 / 2 ↑ 351 / 245 ↑

Oaklawn Ave & J St

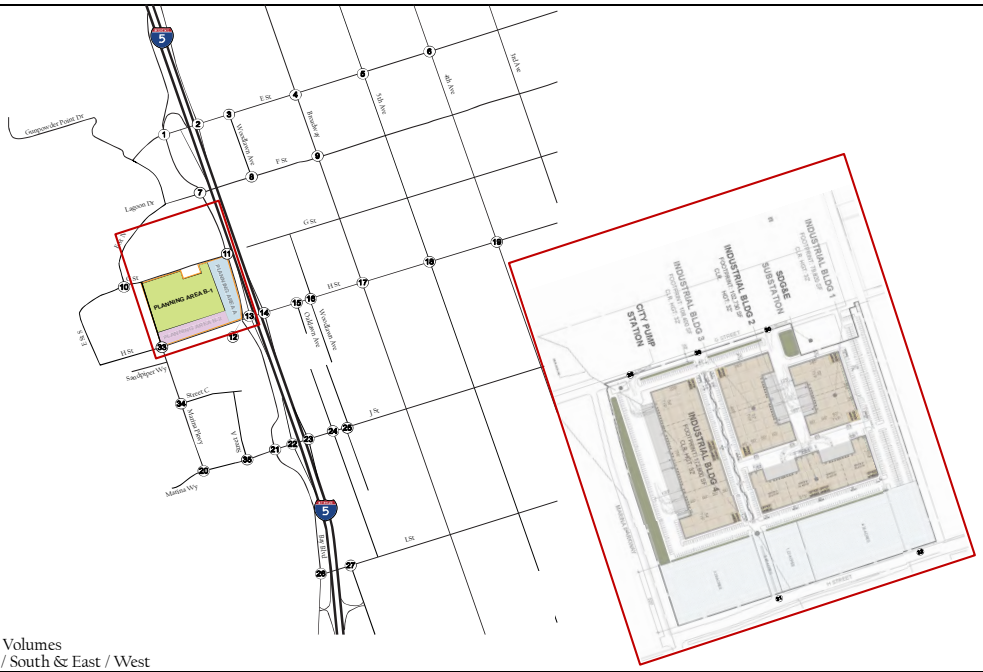
30 / 43	14 / 10	18 / 9
	24	
42 / 29 ←		← 7 / 15
592 / 700 →		← 549 / 540
14 / 34 ←		← 11 / 20
		118 / 46 ↑ 23 / 6 ↑ 9 / 14 ↑

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Existing Plus Project Traffic Volumes

Figure 5-2a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
81 / 154 535 / 709 44 / 51 40 / 46 307 / 336 46 / 71 25 113 / 125 420 / 419 252 / 184 146 / 115 596 / 588 54 / 75	128 / 153 109 / 152 208 / 68 177 / 357 26 140 / 44 183 / 783	7 / 6 14 / 7 4 / 3 2 / 8 197 / 348 88 / 255 27 34 / 4 87 / 586 127 / 344 179 / 73 16 / 5 168 / 232	22 / 85 51 / 13 28 86 / 21 43 / 11 11 / 43 13 / 51

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
114 / 69 51 / 13 29 69 / 113 43 / 11 11 / 43 13 / 51	103 / 26 60 / 15 30 26 / 102 43 / 11 11 / 43 15 / 60	11 / 43 93 / 375 375 / 94 137 / 279 31 43 / 11 87 / 349	47 / 187 188 / 47 465 / 186 32 87 / 349

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Existing Plus Project Traffic Volumes

Figure 5-2b

Table 5-1
Existing Plus Project Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	I-5 SB Ramps & E St	Signal	AM	10.2	B	12.9	B
			PM	25.3	C	29.7	C
2	I-5 NB Ramps & E St	Signal	AM	51.5	D	50.5	D
			PM	14.8	B	14.7	B
3	Woodlawn Ave & E St	Signal	AM	11.4	B	11.2	B
			PM	13.3	B	13.4	B
4	Broadway & E St	Signal	AM	42.0	D	42.2	D
			PM	46.7	D	47.3	D
5	Fifth Ave & E St	Signal	AM	17.6	B	17.1	B
			PM	15.4	B	15.0	B
6	Fourth Ave & E St	Signal	AM	39.3	D	39.1	D
			PM	39.9	D	40.0	D
7	Bay Blvd & F St	AWSC	AM	9.9	A	10.6	B
			PM	15.5	C	16.4	C
8	Woodlawn Ave & F St	AWSC	AM	9.0	A	9.1	A
			PM	10.2	B	10.5	B
9	Broadway & F St	Signal	AM	41.3	D	40.7	D
			PM	43.2	D	42.8	D
10	Marina Pkwy & G St	OWSC	AM	n/a[4]			
			PM				
11	Bay Blvd & G St	OWSC	AM	10.2	B	12.3	B
			PM	0.0	A	15.3	C
12	Bay Blvd & H St	Signal	AM	24.1	C	22.8	C
			PM	30.1	C	40.9	D
13	I-5 SB Ramps & H St	Signal	AM	30.2	C	25.6	C
			PM	47.9	D	40.1	D
14	I-5 NB Ramps & H St	Signal	AM	10.4	B	11.6	B
			PM	11.8	B	13.6	B
15	Woodlawn Ave & H St	Signal	AM	18.5	B	17.7	B
			PM	15.7	B	15.4	B
16	Oaklawn Ave & H St	Signal	AM	30.4	C	29.8	C
			PM	26.6	C	26.0	C

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

Table 5-1
Existing Plus Project Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
17	Broadway & H St	Signal	AM	31.2	C	31.7	C
			PM	32.9	C	33.0	C
18	Fifth Ave & H St	Signal	AM	42.6	D	43.6	D
			PM	19.0	B	18.8	B
19	Fourth Ave & H St	Signal	AM	44.4	D	44.4	D
			PM	37.9	D	37.8	D
20	Marina Pkwy & Marina Wy	OWSC	AM	9.6	A	9.9	A
			PM	10.8	B	11.3	B
21	Bay Blvd & J St[3]	AWSC	AM	25.6	D	**36.9**	**E**
			PM	11.1	B	12.6	B
22	I-5 SB Ramps & J St	Signal	AM	39.5	D	39.2	D
			PM	**93.1**	**F**	**94.7**	**F**
23	I-5 NB Ramps & J St	Signal	AM	27.2	C	27.5	C
			PM	17.4	B	17.3	B
24	Oaklawn Ave & J St	AWSC	AM	16.7	C	17.7	C
			PM	15.1	C	15.9	C
25	Broadway & J St	Signal	AM	45.0	D	45.5	D
			PM	46.9	D	47.7	D
26	Bay Blvd & L St	AWSC	AM	10.9	B	11.4	B
			PM	**139.3**	**F**	**148.7**	**F**
27	Industrial Blvd & L St	Signal	AM	11.9	B	12.2	B
			PM	42.6	D	44.5	D
28	W Proj Dwy & G St	OWSC	AM	n/a[5]		9.6	A
			PM			9.3	A
29	Mid Proj Dwy & G St	OWSC	AM	n/a[5]		9.8	A
			PM			9.9	A
30	E Proj Dwy & G St	OWSC	AM	n/a[5]		9.5	A
			PM			9.7	A
31	Proj Dwy & H St	OWSC	AM	n/a[5]		13.1	B
			PM			30.1	D
32	Emp Proj Dwy & H St	OWSC	AM	n/a[5]		11.1	B
			PM			10.2	B

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

5.4 Project Fair Share

Table 5-2 summarizes the Project's fair share of new traffic added to the intersections that would operate at LOS E or F under the Existing Plus Project scenario. As shown in the table, the Project would contribute between 2.9 percent and 11.3 percent at the affected intersections.

Table 5-2
Existing Plus Project Fair Share

#	Intersection	Peak Hour	Traffic Volumes[1]		% Proj
			Proj	Total	
21	Bay Blvd & J St	AM	122	1,180	10.3%
		PM	114	1,005	11.3%
22	I-5 SB Ramps & J St	AM	45	1,479	3.0%
		PM	42	1,440	2.9%
26	Bay Blvd & L St	AM	75	916	8.2%
		PM	72	1,529	4.7%

Notes:
Only intersections that would operate at LOS E or F with the Project are shown in the table.
The fair share calculations are based on actual traffic volumes and do not include PCE adjustments.

5.5 Improvements

Table 5-3 summarizes the proposed improvements at the affected intersections and **Figure 5-3** illustrates the proposed improvements at the affected intersections.

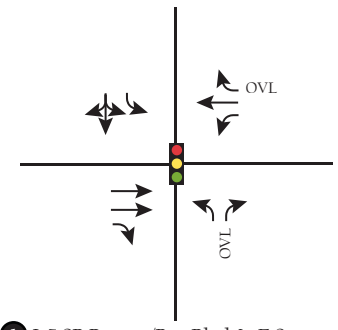
As shown in the table, the Project would be fully responsible for signal retiming at the I-5 SB Ramps & J Street intersection. The Project would contribute its fair share towards the construction of a traffic signal at the Bay Boulevard & J Street and Bay Boulevard & L Street intersections. It should be noted that both signal installations correspond with the Bayfront Transportation Development Impact Fee Nexus Study (BAY-28 #5 and #6). All proposed improvements would achieve LOS C or better conditions during both peak periods.

Appendix J contains the intersection LOS worksheets with the improvements.

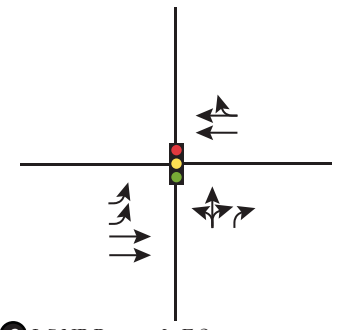
Table 5-3
Project Improvements

#	Intersection	Traffic Control	Peak Hour	Existing Plus Proj		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
21	Bay Blvd & J St	Signal	AM	**36.9**	E	29.2	C	-7.7	Signalize intersection[4]	Fair Share
			PM	12.6	B	21.5	C	8.9		
22	I-5 SB Ramps & J St	Signal	AM	39.2	D	17.0	B	-22.2	Signal retiming	100%
			PM	**94.7**	F	28.8	C	-65.9		
26	Bay Blvd & L St	AWSC	AM	11.4	B	6.3	A	-5.1	Signalize intersection[5]	Fair Share
			PM	**148.7**	F	31.5	C	-117.2		

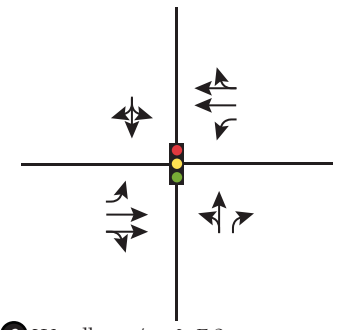
Notes:
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. Based on the criteria shown in Table 2-4.
4. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #5.
5. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #6.



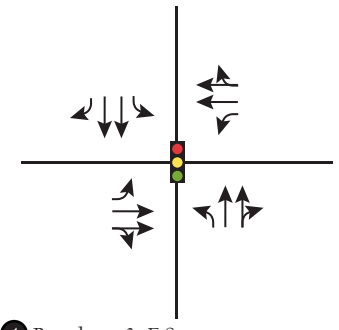
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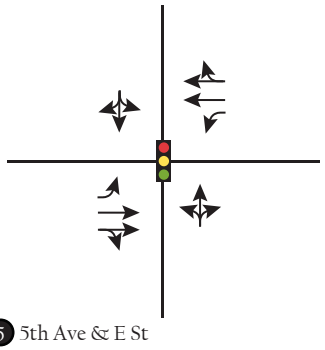
2 I-5 NB Ramps & E St



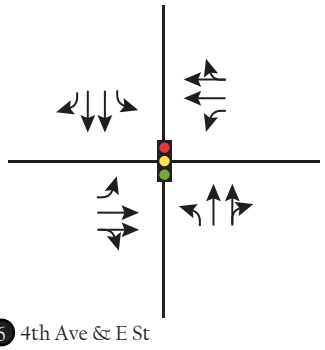
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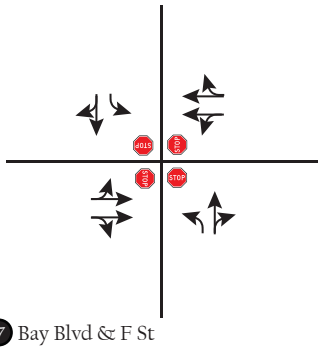
4 Broadway & E St



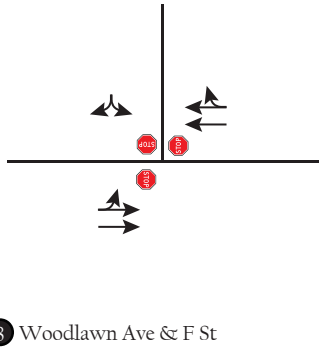
5 5th Ave & E St



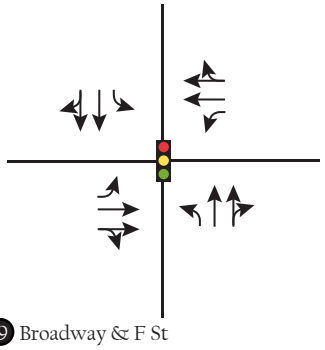
6 4th Ave & E St



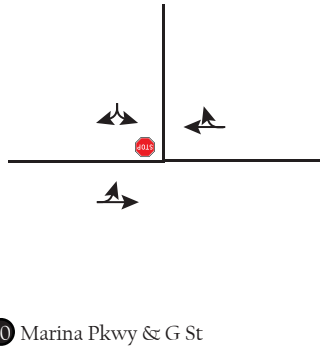
7 Bay Blvd & F St



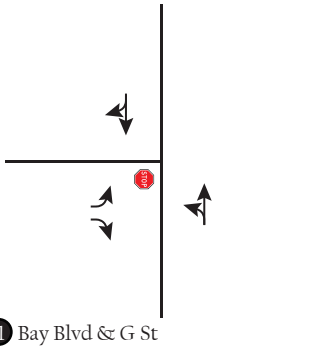
8 Woodlawn Ave & F St



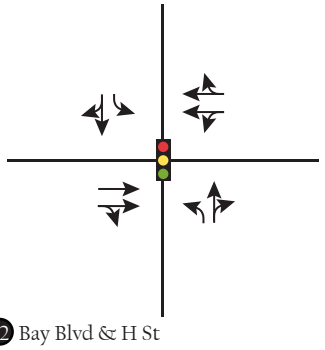
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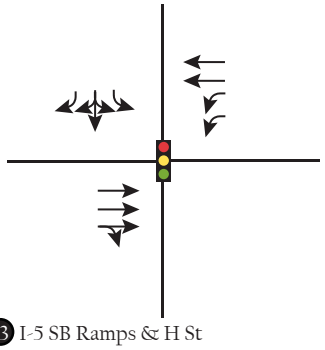
10 Marina Pkwy & G St



11 Bay Blvd & G St

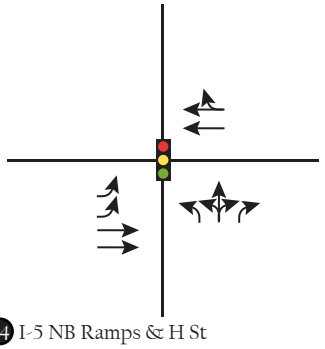


12 Bay Blvd & H St



13 I-5 SB Ramps & H St





14 I-5 NB Ramps & H St

LEGEND

STOP	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap
	Optimize Signal Timings

Improvements are shown in green.

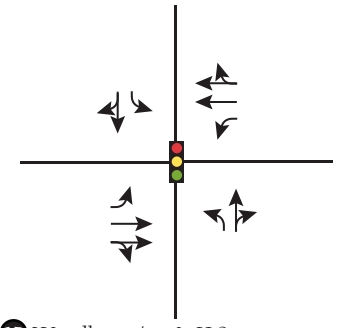
Naming Convention:
North / South & East / West



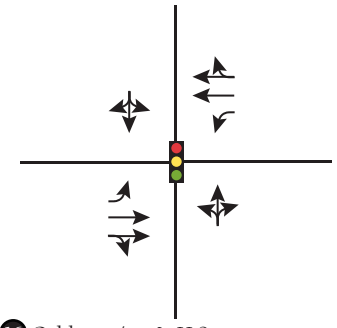
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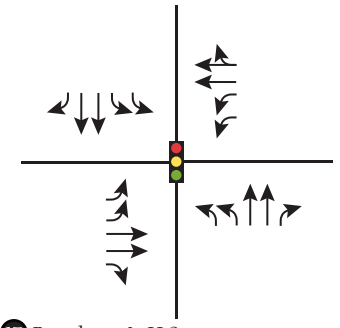
Figure 5-3
Existing Plus Project Intersection Geometrics With Improvements



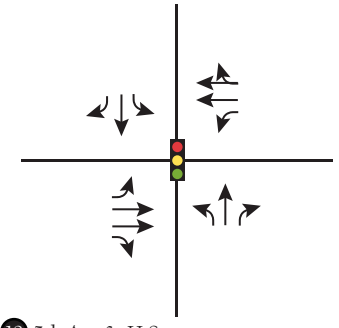
15 Woodlawn Ave & H St



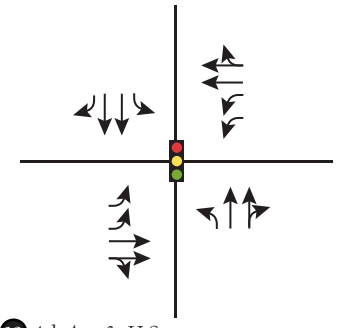
16 Oaklawn Ave & H St



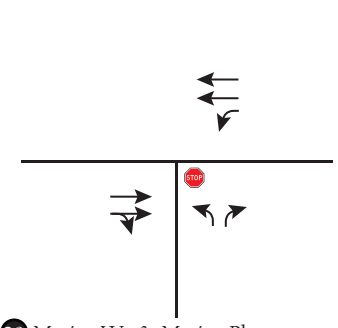
17 Broadway & H St



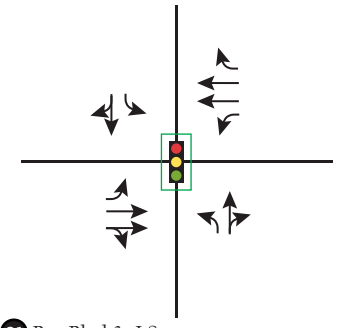
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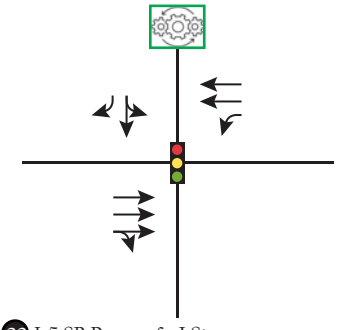
19 4th Ave & H St



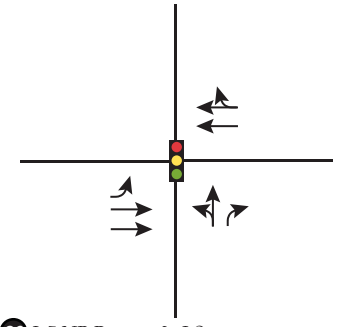
20 Marina Wy & Marina Pkwy



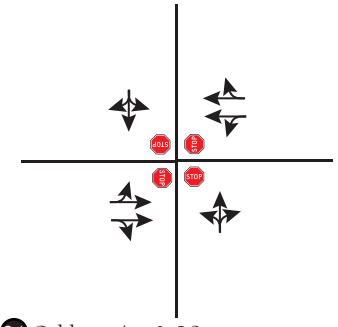
21 Bay Blvd & J St



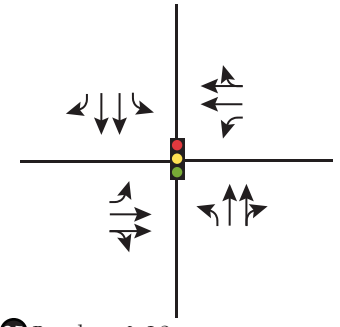
22 I-5 SB Ramps & J St



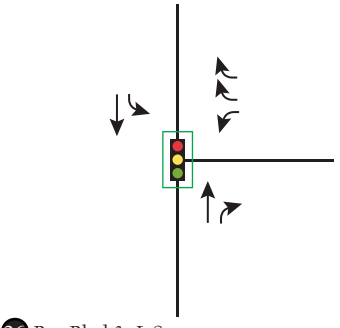
23 I-5 NB Ramps & J St



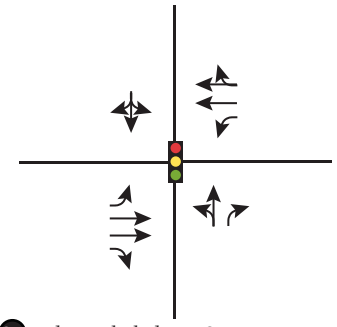
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



27 Industrial Blvd & L St

LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Optimize Signal Timings

Improvements are shown in green.

Naming Convention:
North / South & East / West

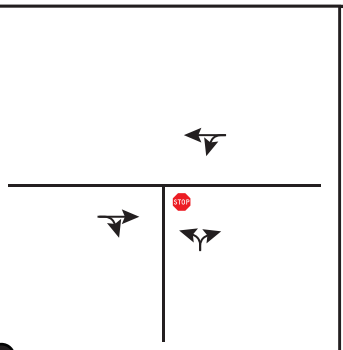


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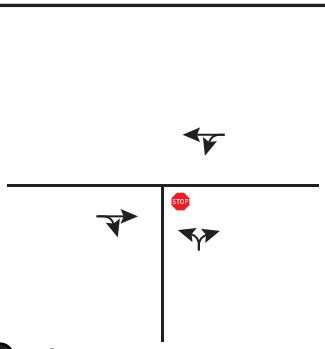
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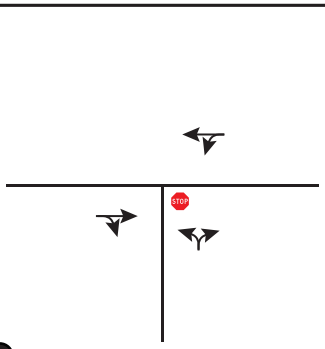
Figure 5-3a
Existing Plus Project Intersection Geometrics With Improvements



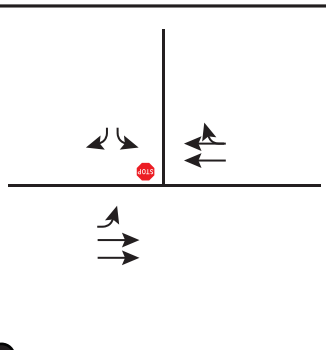
28 W Proj Dwy & G St



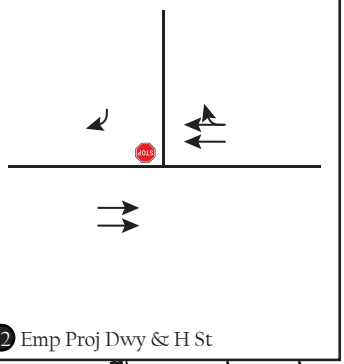
29 Mid Proj Dwy & G St



30 E Proj Dwy & G St

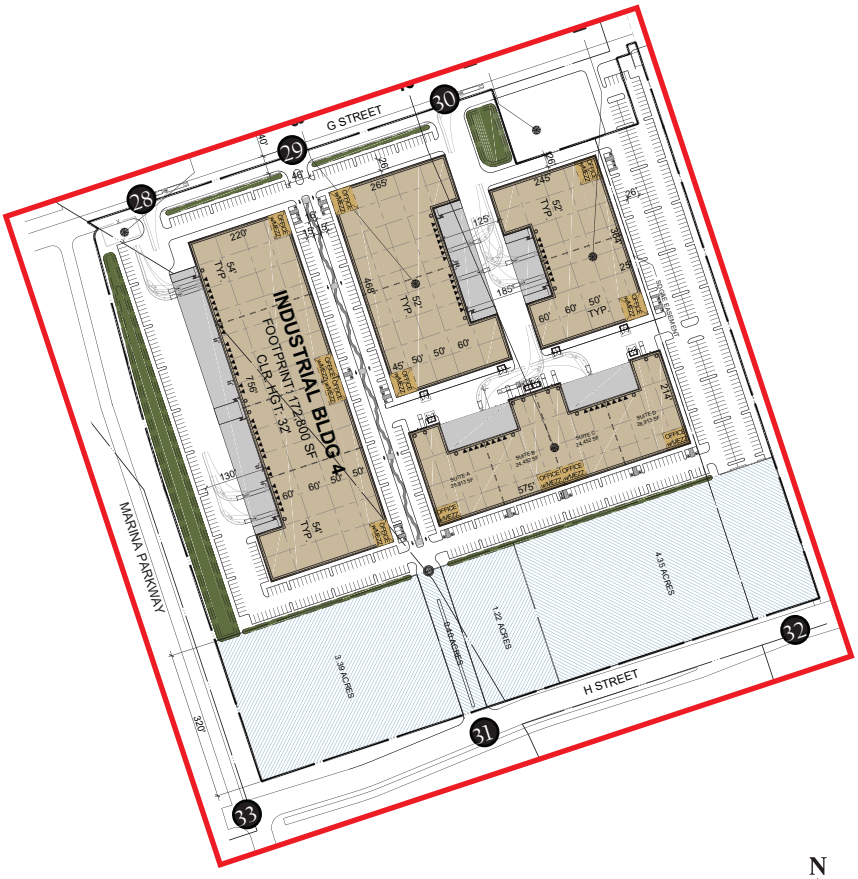


31 Proj Dwy & H St



32 Emp Proj Dwy & H St





LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Optimize Signal Timings

Improvements are shown in green.

Naming Convention:
North / South & East / West

N
W E
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MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Figure 5-3b
Existing Plus Project Intersection Geometrics With Improvements

6 OPENING YEAR TRAFFIC CONDITIONS

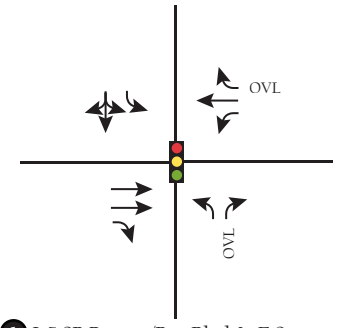
This section provides a summary of operations at the study area intersections anticipated with the anticipated opening of the project in the Year 2026.

6.1 Roadway Network

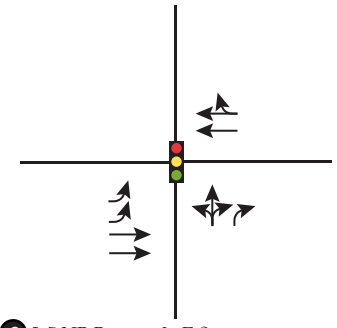
The lane configuration and traffic controls for the Opening Year 2026 conditions are consistent with Existing Conditions as shown in Figure 3-3 with the following exceptions:

- E Street (S) between G Street and H Street: Construct as a Class III Collector with turn lanes. Associated with Chula Vista Bayfront Phase 1A Improvements.
- G Street between Marina Parkway and Bay Boulevard: Improve to a 2-lane Collector. Associated with Chula Vista Bayfront Phase 1A Improvements.
- H Street between Marina Parkway and E Street (S): Construct as a Class II Collector with turn lane. Associated with Chula Vista Bayfront Phase 1A Improvements.
- F Street between Lagoon Drive and Gunpowder Point Drive: Remove this link. Associated with Sun Communities RV Park, Phase 2 development.
- Marina Way & Marina Parkway (Int #20): Reconfigure intersection and add a traffic signal. Associated with Gaylord Hotel development.
- West Project Driveway & G Street (Int #28): Construct south leg and stop controlled. Associated with Project.
- Middle Project Driveway & G Street (Int #29): Construct south leg and stop controlled. Associated with Project.
- East Project Driveway & G Street (Int #30): Construct south leg and stop controlled. Associated with Project.
- Main Project Driveway & H Street (Int #31): Construct north leg and stop controlled. Associated with Project.
- Employee Project Driveway & H Street (Int #32): Construct north leg and stop controlled. Associated with Project.
- Marina Parkway & H Street (Int #33): Construct as a traffic signal. Associated with Gaylord Hotel development.
- Marina Parkway & Street C (Int #34): Construct as a traffic signal. Associated with Amara Bay development.
- Street A & J Street (Int #35): Construct as a traffic signal. Associated with Amara Bay development.

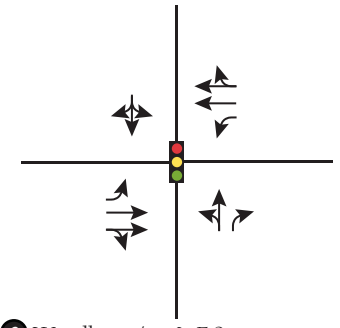
It should be noted that all project driveways along G Street and H Street would be full access driveways except for the Employee Project Driveway along H Street, which would be restricted to right-in, right-out movements only. **Figure 6-1** illustrates the intersection geometrics at the study area intersections, which includes the project driveways under the Opening Year 2026 conditions.



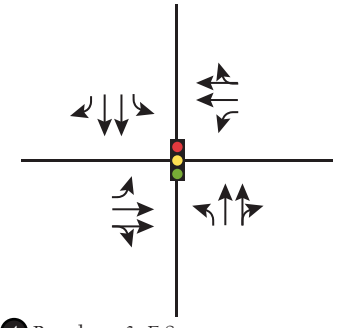
1 I-5 SB Ramps/Bay Blvd & E St



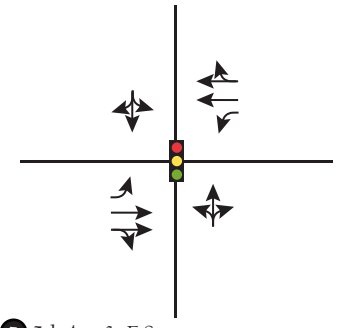
2 I-5 NB Ramps & E St



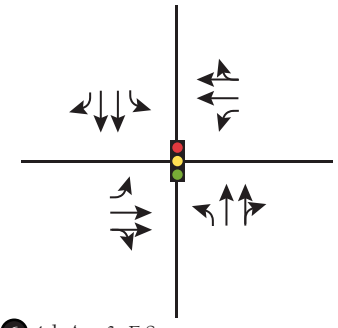
3 Woodlawn Ave & E St



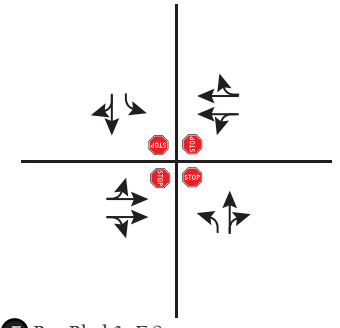
4 Broadway & E St



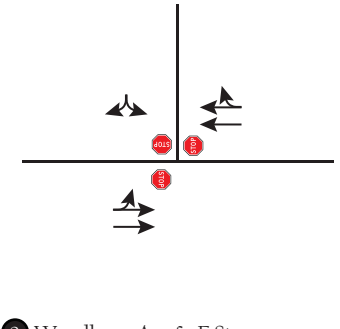
5 5th Ave & E St



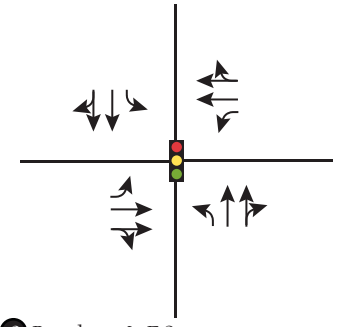
6 4th Ave & E St



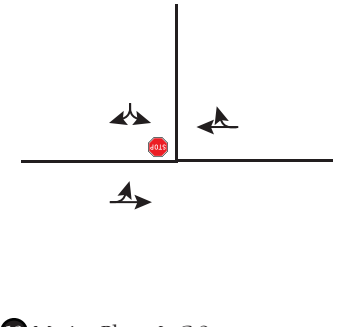
7 Bay Blvd & F St



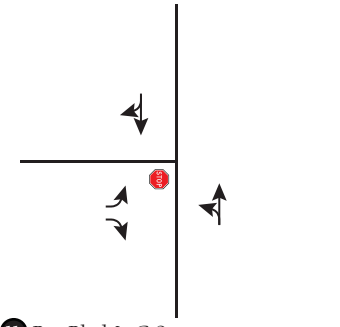
8 Woodlawn Ave & F St



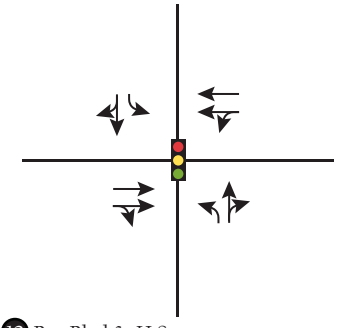
9 Broadway & F St



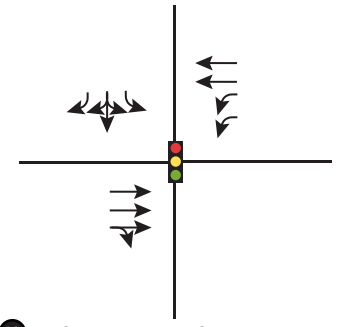
10 Marina Pkwy & G St



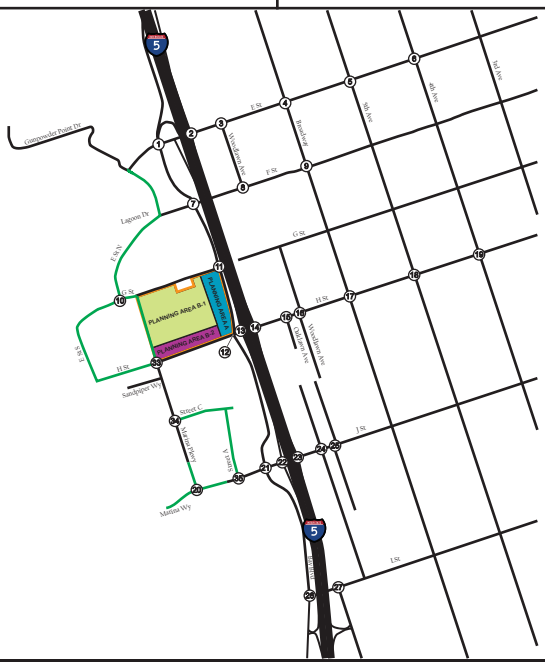
11 Bay Blvd & G St

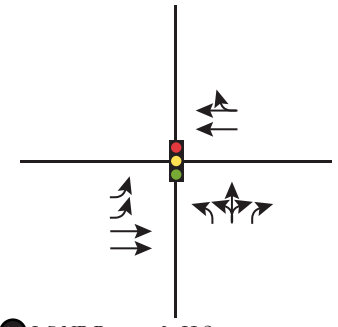


12 Bay Blvd & H St



13 I-5 SB Ramps & H St





14 I-5 NB Ramps & H St

LEGEND

STOP	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap

Improvements are shown in green.

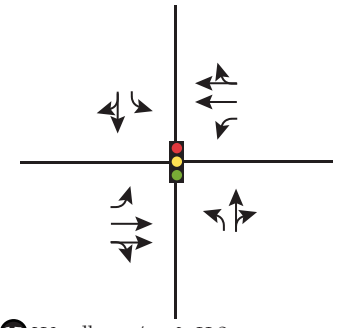
Naming Convention:
North / South & East / West

N
W E
S

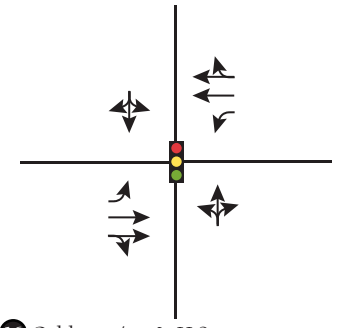
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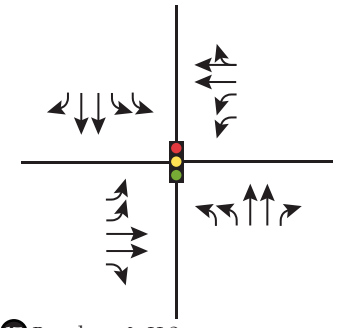
Figure 6-1
Opening Year 2026 Intersection Geometrics



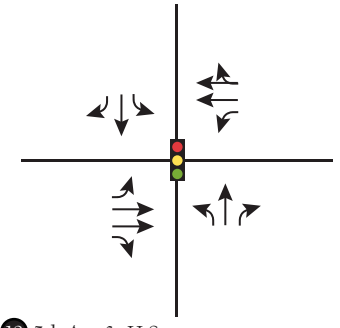
15 Woodlawn Ave & H St



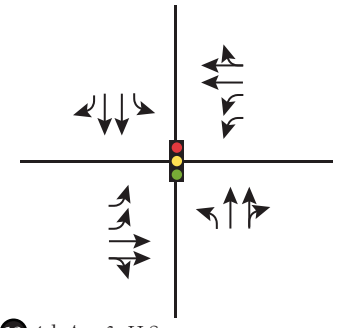
16 Oaklawn Ave & H St



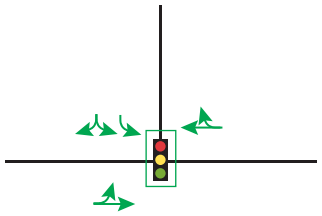
17 Broadway & H St



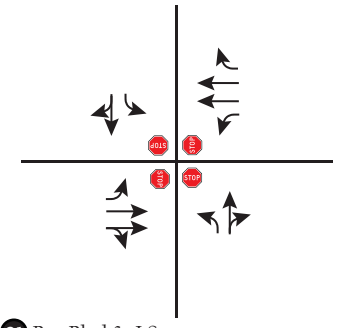
18 5th Ave & H St



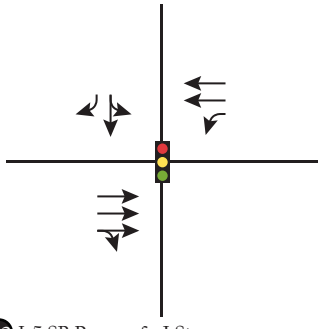
19 4th Ave & H St



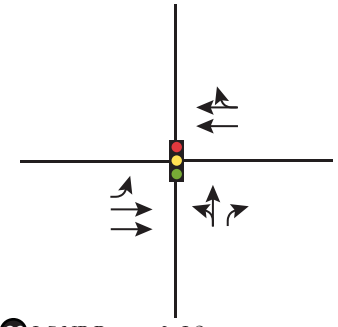
20 Marina Wy & Marina Pkwy



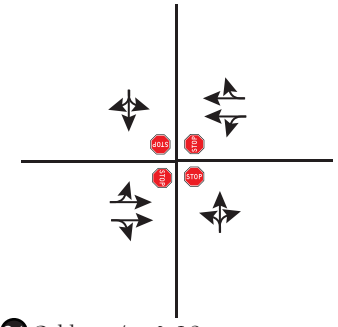
21 Bay Blvd & J St



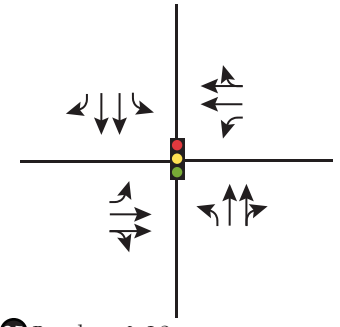
22 I-5 SB Ramps & J St



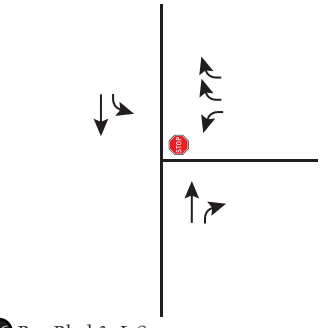
23 I-5 NB Ramps & J St



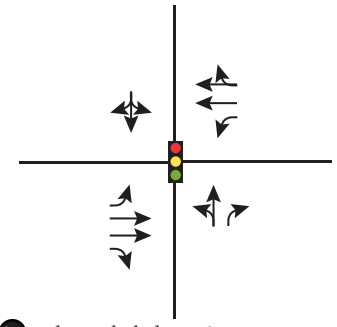
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



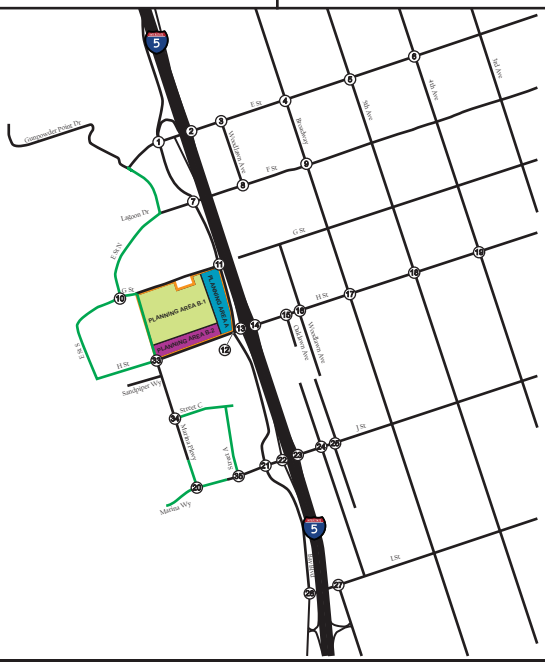
27 Industrial Blvd & L St

LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap

Improvements are shown in green.

Naming Convention:
North / South & East / West

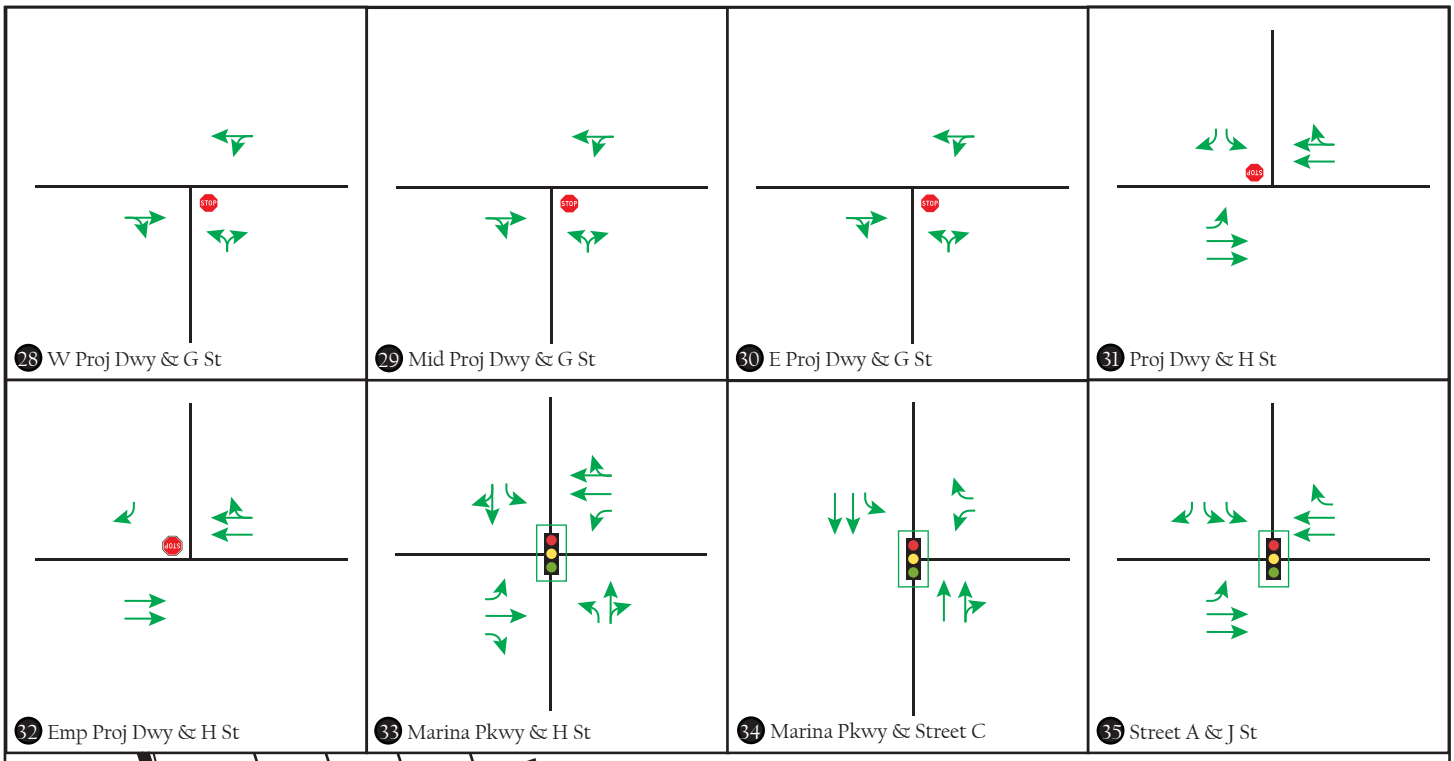




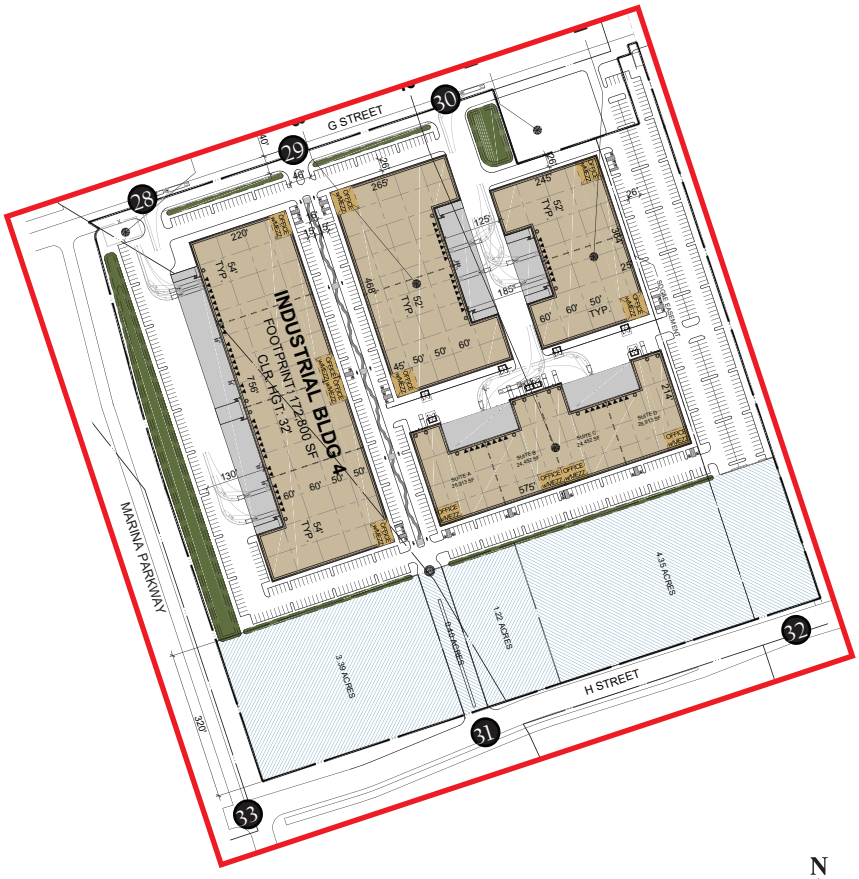
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Figure 6-1a
Opening Year 2026 Intersection Geometrics







LEGEND

	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap

Improvements are shown in green.

Naming Convention:
North / South & East / West

N
W E
S

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Figure 6-1b
Opening Year 2026 Intersection Geometrics

6.2 Background Traffic

An ambient growth rate was calculated to account for area-wide growth not reflected by the cumulative development projects. An ambient annual growth rate of 1 percent per year was utilized for intersections east of I-5 and movements to and from the east of the interchanges. This growth rate was based on the population data compiled by the California Department of Finance for Chula Vista. Historical traffic volumes were also reviewed, but indicated a negative growth. As a result, the ambient annual growth rate of 1 percent per year would be considered conservative.

Appendix H contains excerpts of the population data used to estimate the ambient annual growth rate.

6.3 Cumulative Projects

A list of reasonably foreseeable development projects that are either approved or being processed were provided by the City. Each project was mapped and reviewed and resulted in a total of six projects that would contribute traffic to the study area network. It should be noted that the 390 Bay Blvd and 795 H St projects were under renovation at the time that existing counts were obtained. As such, the estimated traffic volumes for both projects were included as a cumulative project. The Collins Campus project was not at full capacity due to reductions in on-campus staffing and the additional traffic has been accounted for as a cumulative project. **Table 6-1** summarizes the trip generation of each cumulative project. **Figure 6-2** illustrates the locations of the cumulative projects.

As shown in the table, the total trip generation for the cumulative projects results in approximately 28,067 daily trips with 2,251 AM peak-hour trips and 2,699 PM peak-hour trips. The trip distribution for the cumulative projects were based on the regional trip distribution contained in the *Bayfront TIA* and localized distribution based on the location of access driveways and the anticipated roadway network.

Figure 6-3 illustrates the traffic volumes of the cumulative projects in the study area.

Appendix I contains excerpts of each cumulative project.

6.4 Traffic Volumes

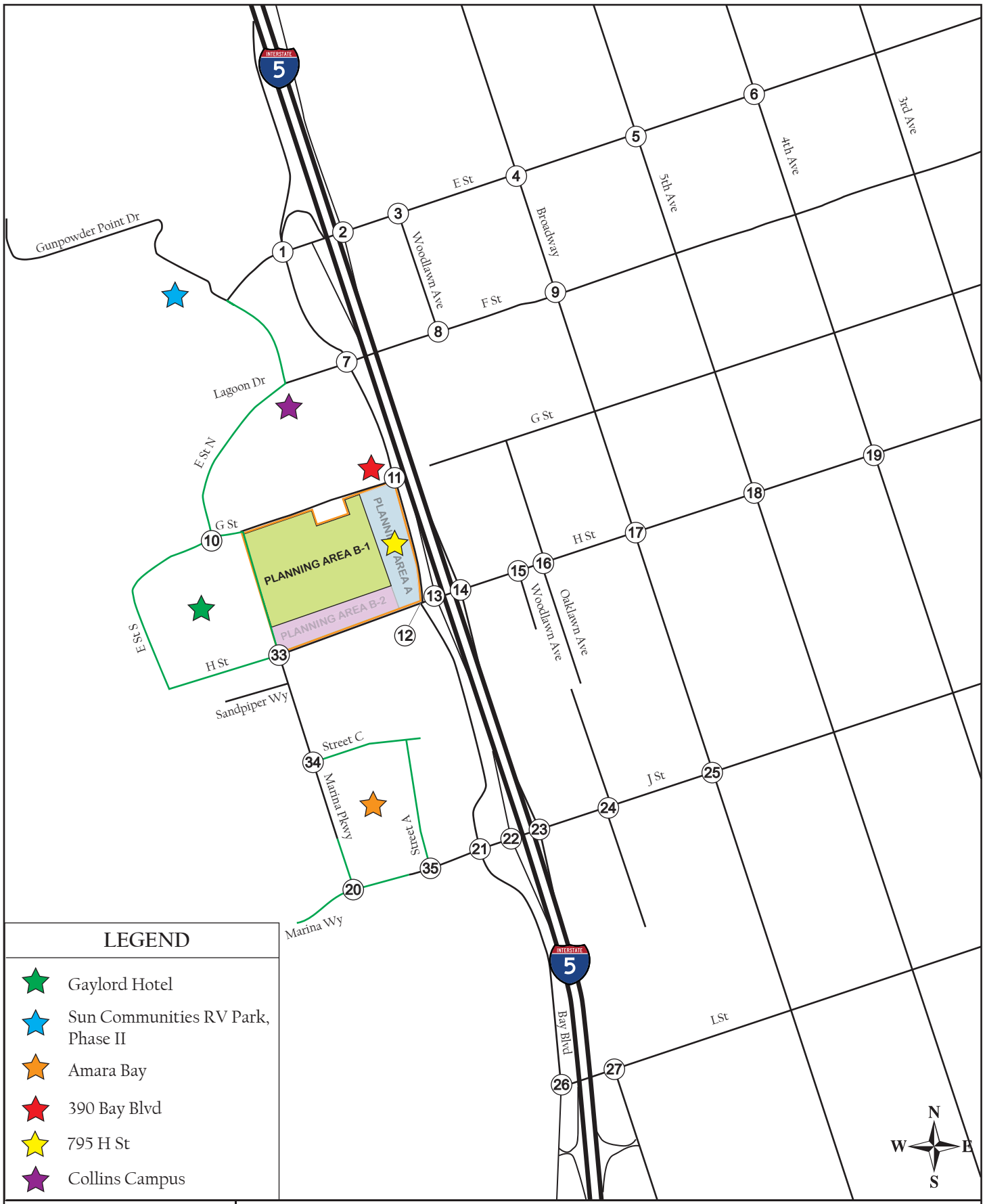
The Opening Year 2026 traffic volumes were estimated by applying the ambient growth factor of 1 percent for three years to the existing traffic volumes and adding the cumulative traffic volumes. **Figure 6-4** illustrates the Opening Year 2026 Without Project traffic volumes. **Figure 6-5** illustrates the Opening Year 2026 With Project traffic volumes.

Table 6-1
Cumulative Project Trip Generation

TRIP GENERATION RATES[1]									
Land Use	Weekday Daily		AM PEAK			PM PEAK			
			% ADT	In:Out Ratio		% ADT	In:Out Ratio		
Hotel	10	trips / rm	6%	0.60	: 0.40	8%	0.60	: 0.40	
Mobile Home	5	trips / sp	8%	0.30	: 0.70	11%	0.60	: 0.40	
Apartments	6	trips / du	8%	0.20	: 0.80	9%	0.70	: 0.30	
Industrial Park (no commercial)	8	trips / ksf	11%	0.90	: 0.10	12%	0.20	: 0.80	
Warehousing	5	trips / ksf	13%	0.70	: 0.30	15%	0.40	: 0.60	

TRIP GENERATION CALCULATIONS										
	Cumulative Projects[2]	Amount		ADT	AM PEAK			PM PEAK		
					In	Out	Total	In	Out	Total
1	Gaylord Hotel	1,600	rm	16,000	576	384	960	768	512	1,280
2	Sun Communities RV Park, Phase II	90	sp	450	11	25	36	30	20	50
3	Amara Bay	1,500	du	9,000	144	576	720	567	243	810
4	390 Bay Blvd	60	ksf	480	48	5	53	12	46	58
5	795 H St	194.227	ksf	972	89	38	127	59	87	146
6	Collins Campus			1,165	355	0	355	0	355	355
CUMULATIVE TOTAL				**28,067**	**1,223**	**1,028**	**2,251**	**1,436**	**1,263**	**2,699**

Notes:
rm: rooms, sp: spaces, du: dwelling units, ksf: 1,000 square feet
1. The trip rates are based on *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.*
2. The cumulative projects were provided by the City of Chula Vista and located within the study area.



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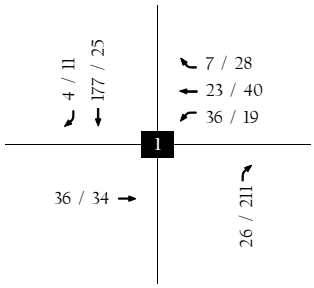
Figure 6-2
Location of Cumulative Projects



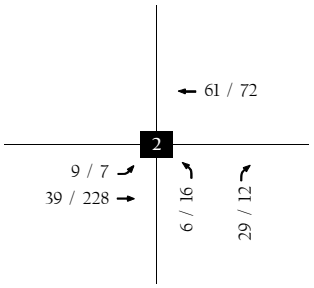
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

★ Cumulative Projects

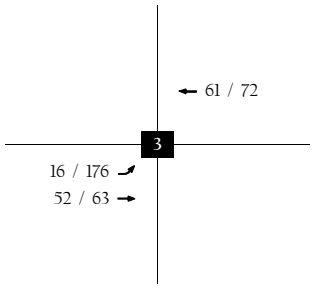
I-5 SB Ramps / Bay Blvd & E St



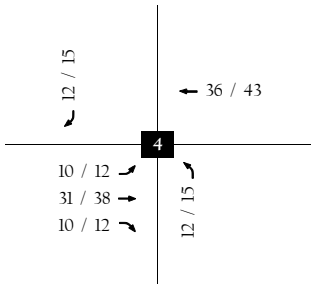
I-5 NB Ramps & E St



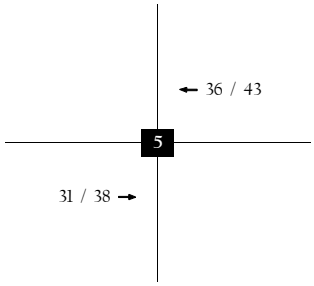
Woodlawn Ave & E St



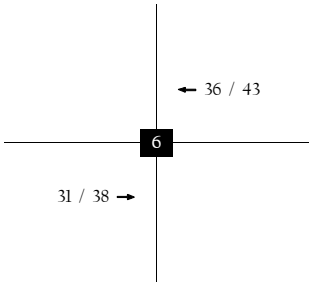
Broadway & E St



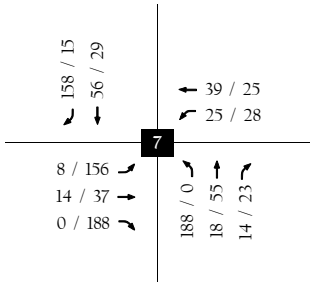
5th Ave & E St



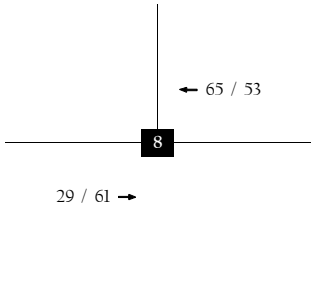
4th Ave & E St



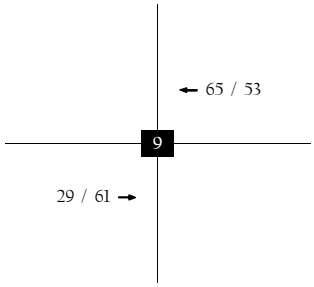
Bay Blvd & F St



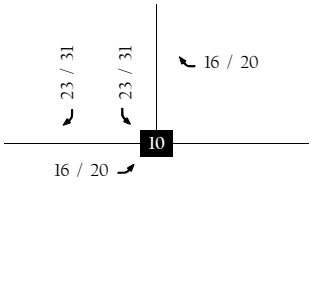
Woodlawn Ave & F St



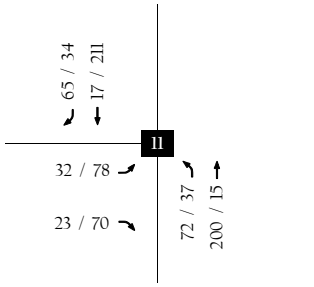
Broadway & F St



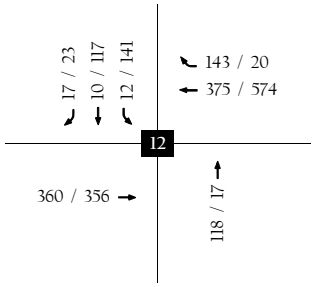
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St



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Rohr/Wohl Specific Plan

Cumulative Project Traffic Volumes

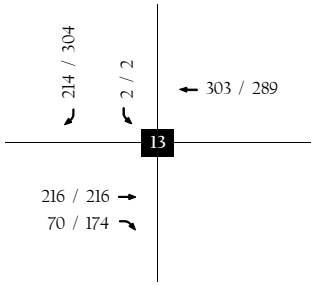
Figure 6-3



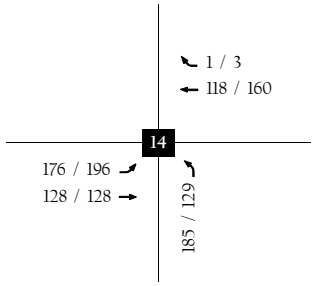
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Projects

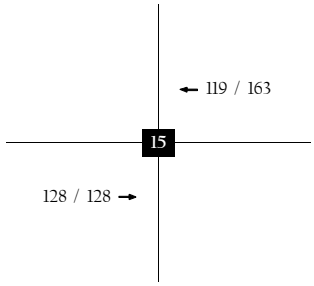
I-5 SB Ramps & H St



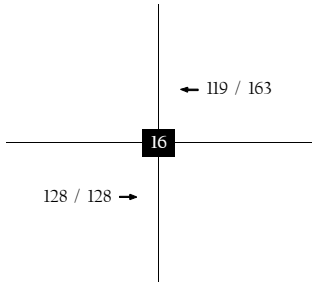
I-5 NB Ramps & H St



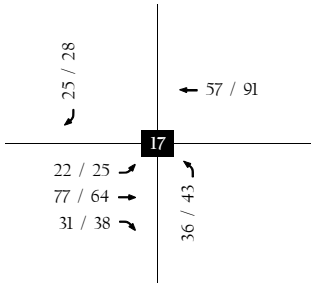
Woodlawn Ave & H St



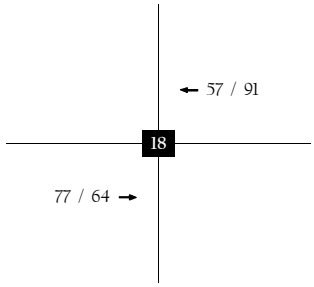
Oaklawn Ave & H St



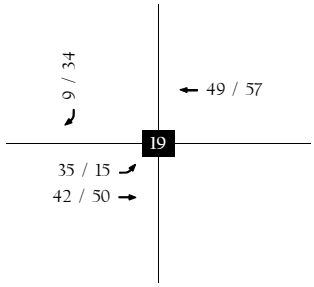
Broadway & H St



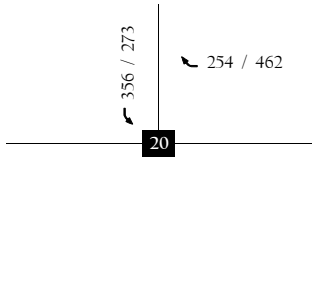
5th Ave & H St



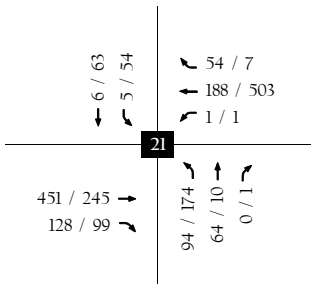
4th Ave & H St



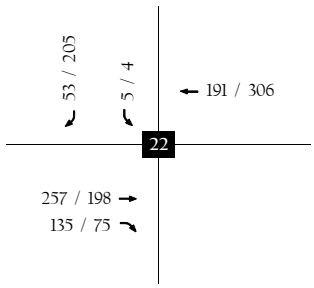
Marina Wy & Marina Pkwy



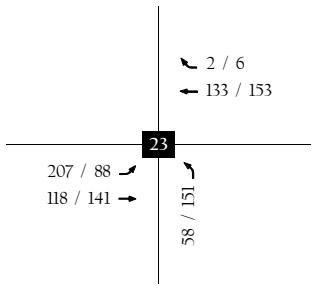
Bay Blvd & J St



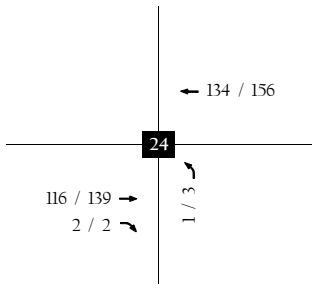
I-5 SB Ramps & J St



I-5 NB Ramps & J St



Oaklawn Ave & J St

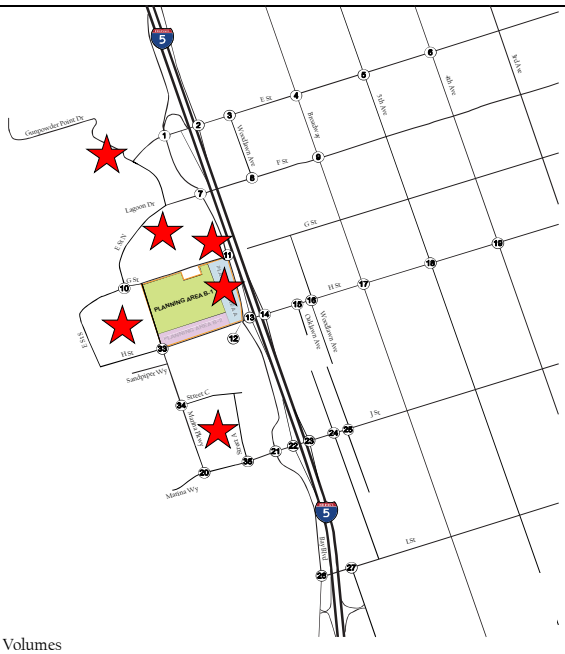


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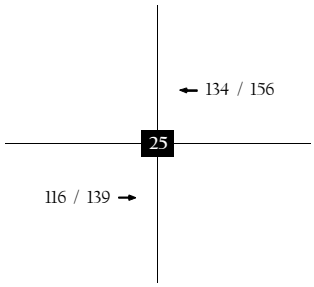
Cumulative Project Traffic Volumes

Figure 6-3a

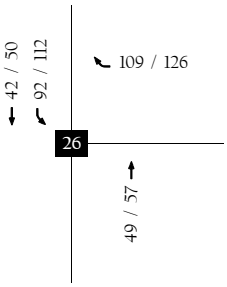


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

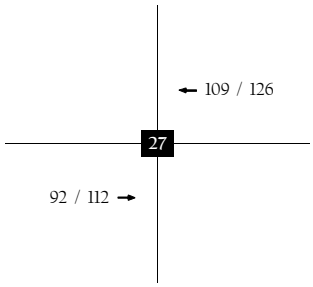
Broadway & J St



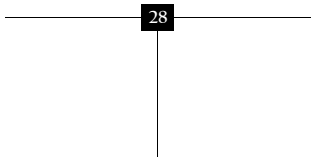
Bay Blvd & L St



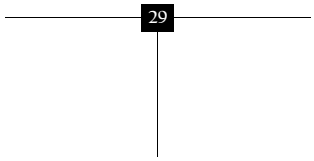
Industrial Blvd & L St



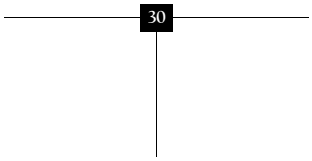
W Proj Dwy & G St



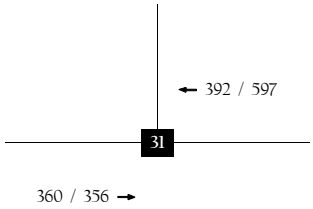
Mid Proj Dwy & G St



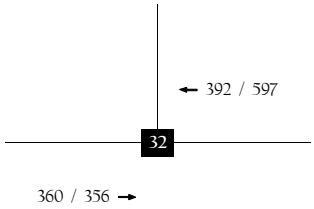
E Proj Dwy & G St



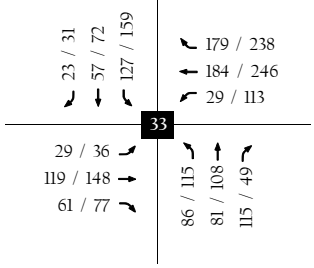
Proj Dwy & H St



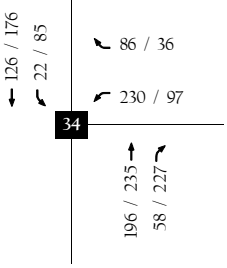
Emp Proj Dwy & H St



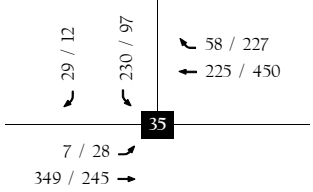
Marina Pkwy & H St



Marina Pkwy & Street C



Street A & J St



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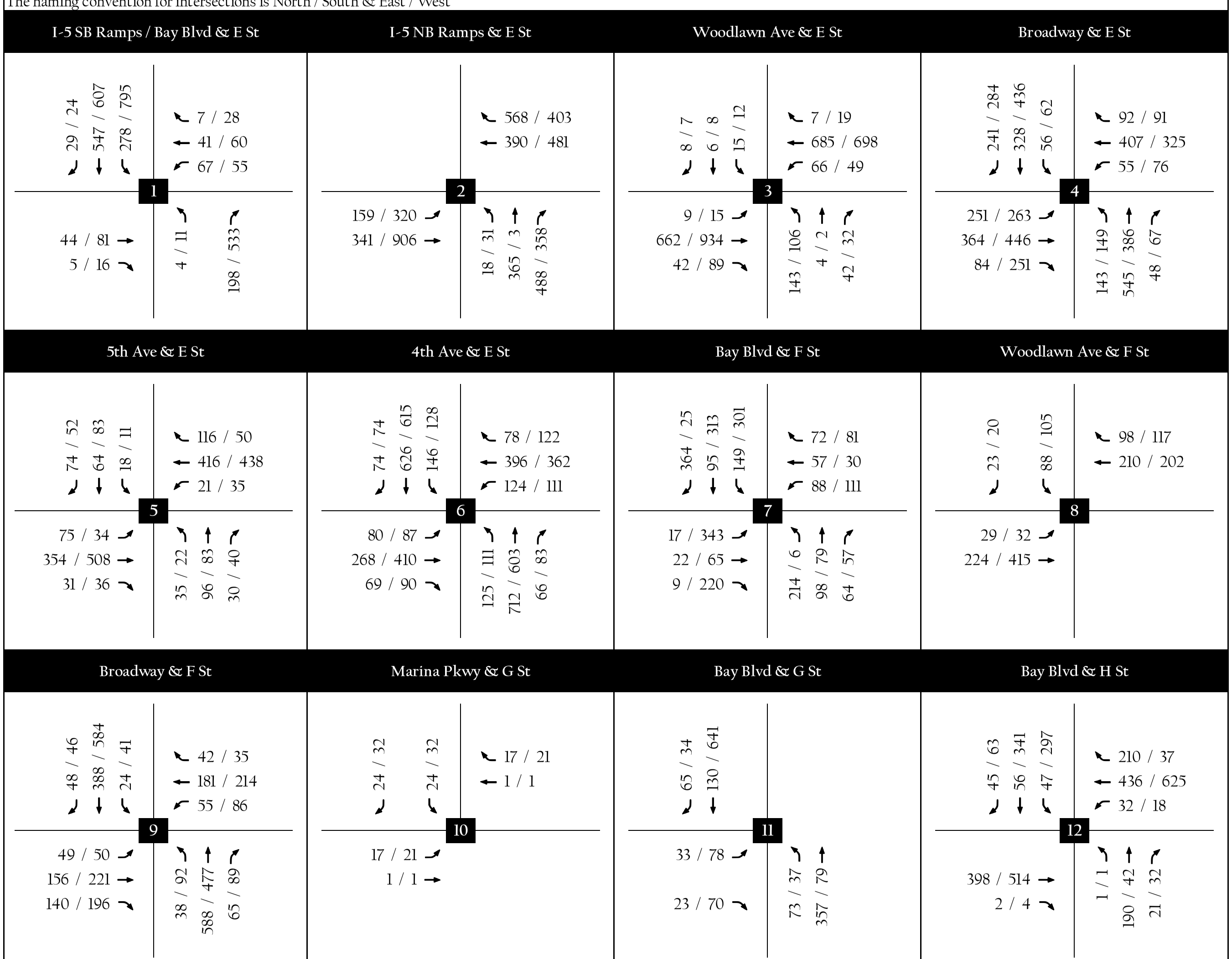
Rohr/Wohl Specific Plan

Cumulative Project Traffic Volumes

Figure 6-3b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



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Opening Year 2026 Without Project Traffic Volumes

Figure 6-4



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
265 / 339 (NB)	326 / 454 (EB)	135 / 132 (NB)	36 / 31 (NB)
3 / 1 (SB)	429 / 569 (WB)	7 / 8 (SB)	20 / 5 (SB)
297 / 378 (WB)	211 / 331 (NB)	68 / 70 (WB)	22 / 24 (WB)
416 / 342 (EB)	460 / 609 (SB)	62 / 49 (EB)	34 / 48 (EB)
257 / 367 (WB)	252 / 144 (EB)	491 / 793 (WB)	464 / 719 (WB)
279 / 444 (NB)	28 / 1 (SB)	18 / 20 (SB)	6 / 12 (SB)
103 / 304 (SB)	391 / 366 (WB)	67 / 93 (NB)	20 / 32 (NB)
13	14	659 / 672 (SB)	702 / 725 (SB)
		4 / 11 (WB)	19 / 29 (WB)
		23 / 24 (EB)	21 / 10 (EB)
		7 / 4 (SB)	12 / 3 (SB)
		12 / 22 (WB)	22 / 13 (WB)
		15	16

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
81 / 112 (NB)	77 / 89 (NB)	127 / 179 (NB)	10 / 16 (NB)
445 / 579 (SB)	40 / 48 (SB)	608 / 701 (SB)	392 / 371 (SB)
81 / 135 (WB)	120 / 109 (WB)	133 / 139 (WB)	285 / 507 (EB)
101 / 82 (EB)	128 / 64 (EB)	130 / 143 (EB)	45 / 72 (WB)
334 / 532 (WB)	577 / 727 (WB)	505 / 637 (WB)	4 / 13 (NB)
149 / 230 (SB)	16 / 97 (SB)	80 / 100 (SB)	37 / 35 (SB)
128 / 123 (NB)	79 / 40 (NB)	169 / 140 (NB)	20
450 / 435 (SB)	552 / 545 (SB)	418 / 547 (SB)	
89 / 191 (WB)	11 / 44 (WB)	90 / 112 (WB)	
118 / 226 (EB)	21 / 62 (EB)	136 / 105 (EB)	
540 / 467 (WB)	40 / 36 (WB)	682 / 453 (WB)	
162 / 169 (SB)	27 / 110 (SB)	55 / 64 (SB)	
17	18	19	

Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
7 / 14 (NB)	274 / 268 (NB)	449 / 366 (EB)	31 / 44 (NB)
68 / 220 (SB)	0 / 2 (SB)	561 / 515 (WB)	14 / 10 (SB)
15 / 172 (WB)	321 / 491 (WB)	308 / 218 (NB)	19 / 9 (WB)
91 / 35 (EB)	484 / 454 (EB)	665 / 819 (SB)	7 / 15 (EB)
284 / 626 (WB)	222 / 274 (WB)	160 / 215 (EB)	664 / 703 (WB)
363 / 71 (SB)	624 / 514 (SB)	3 / 2 (SB)	11 / 21 (SB)
4 / 9 (NB)	170 / 196 (WB)	351 / 245 (WB)	43 / 30 (NB)
525 / 432 (SB)	22	23	713 / 822 (SB)
143 / 132 (WB)			16 / 37 (WB)
115 / 195 (EB)			123 / 50 (EB)
146 / 40 (WB)			24 / 6 (WB)
288 / 102 (SB)			9 / 14 (SB)
21			24

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Rohr/Wohl Specific Plan

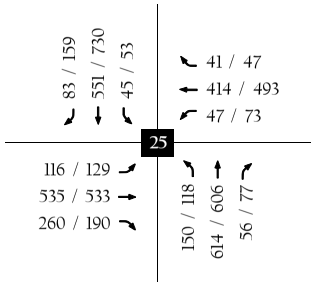
Opening Year 2026 Without Project Traffic Volumes

Figure 6-4a

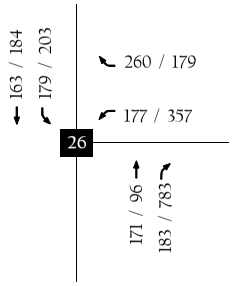


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

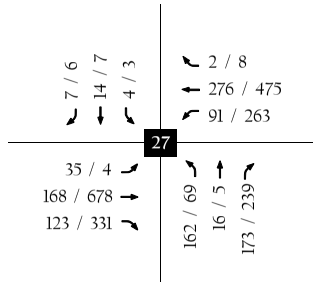
Broadway & J St



Bay Blvd & L St



Industrial Blvd & L St



W Proj Dwy & G St

Does not exist

Mid Proj Dwy & G St

Does not exist

E Proj Dwy & G St

Does not exist

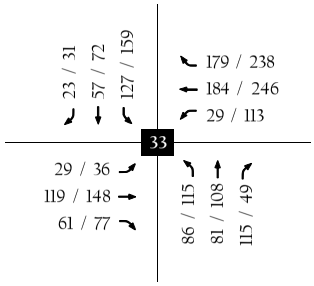
Proj Dwy & H St

Does not exist

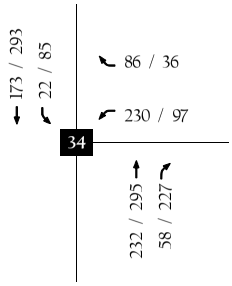
Emp Proj Dwy & H St

Does not exist

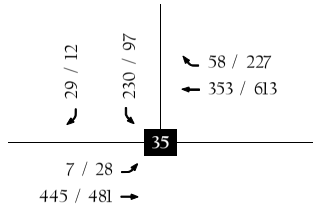
Marina Pkwy & H St



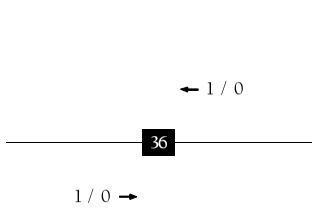
Marina Pkwy & Street C



Street A & J St



PA-A Proj Dwy & G St



MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Opening Year 2026 Without Project Traffic Volumes

Figure 6-4b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St

29 / 24	547 / 607	278 / 795
7 / 28	1	
63 / 66		
98 / 63		
52 / 104	4 / 11	210 / 566
5 / 16		

I-5 NB Ramps & E St

	568 / 403	
	443 / 495	
	2	
159 / 320	18 / 31	365 / 3
361 / 962		488 / 358

Woodlawn Ave & E St

8 / 7	6 / 8	15 / 12
7 / 19	3	
738 / 712		
66 / 49		
9 / 15	143 / 106	4 / 2
682 / 990		42 / 32
42 / 89		

Broadway & E St

245 / 285	328 / 436	56 / 62
92 / 91	4	
451 / 337		
55 / 76		
253 / 268	147 / 150	
381 / 493	545 / 386	
86 / 256	48 / 67	

5th Ave & E St

78 / 53	64 / 83	18 / 11
116 / 50	5	
451 / 447		
21 / 35		
77 / 39	39 / 23	30 / 40
367 / 545	96 / 83	
33 / 41		

4th Ave & E St

78 / 75	626 / 615	146 / 128
78 / 122	6	
422 / 369		
124 / 111		
82 / 92	129 / 112	66 / 83
278 / 438	712 / 603	
71 / 95		

Bay Blvd & F St

364 / 25	126 / 321	149 / 301
72 / 81	7	
57 / 30		
114 / 118		
17 / 343	214 / 6	
22 / 65	110 / 112	
9 / 220	74 / 85	

Woodlawn Ave & F St

23 / 20	88 / 105	
98 / 117	8	
236 / 209		
29 / 32		
234 / 443		

Broadway & F St

48 / 46	388 / 584	24 / 41
42 / 35	9	
207 / 221		
55 / 86		
49 / 50	38 / 92	65 / 89
166 / 249	588 / 477	
140 / 196		

Marina Pkwy & G St

24 / 32	46 / 38	
25 / 44	10	
1 / 1		
17 / 21		
1 / 1		

Bay Blvd & G St

176 / 62	130 / 641	
11		
61 / 189	124 / 50	
36 / 121	357 / 79	

Bay Blvd & H St

45 / 63	61 / 355	52 / 311
223 / 40	12	
665 / 685		
32 / 18		
485 / 757	63 / 17	
25 / 70	203 / 45	21 / 32

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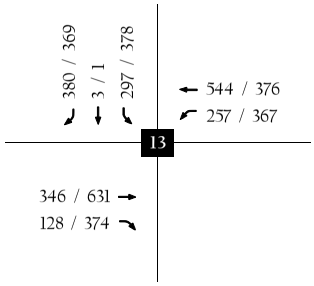
Opening Year 2026 With Project Traffic Volumes

Figure 6-5

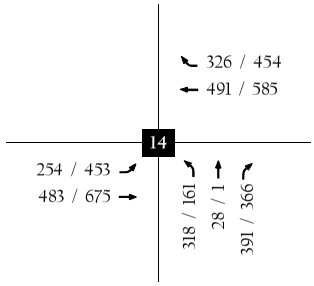


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

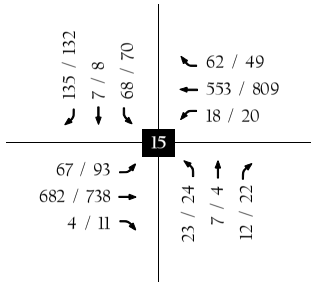
I-5 SB Ramps & H St



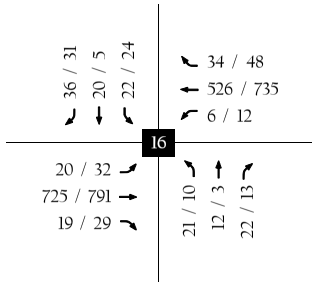
I-5 NB Ramps & H St



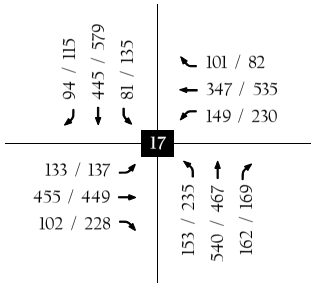
Woodlawn Ave & H St



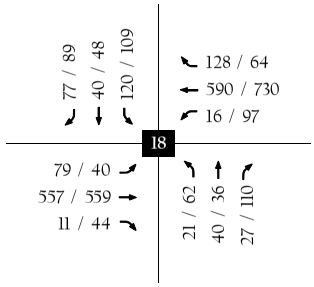
Oaklawn Ave & H St



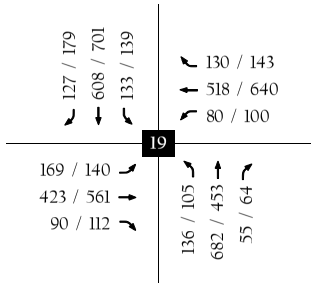
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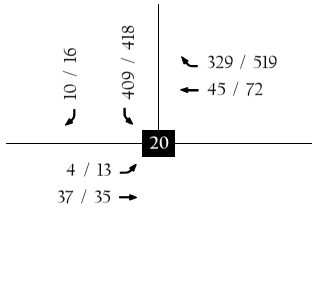
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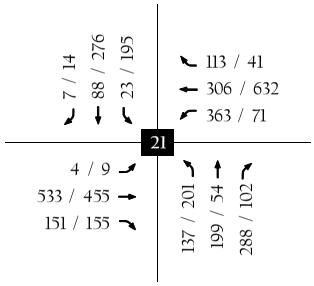
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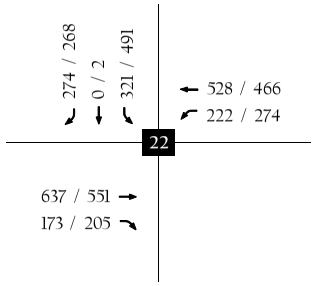
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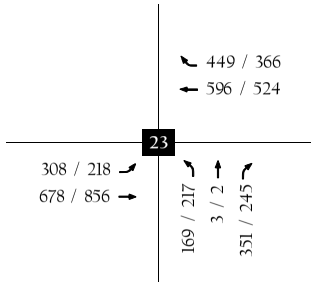
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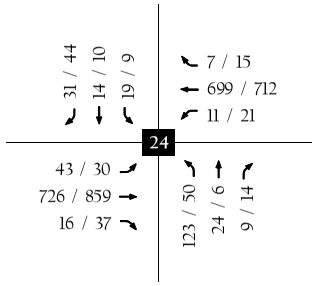
I-5 SB Ramps & J St



I-5 NB Ramps & J St



Oaklawn Ave & J St

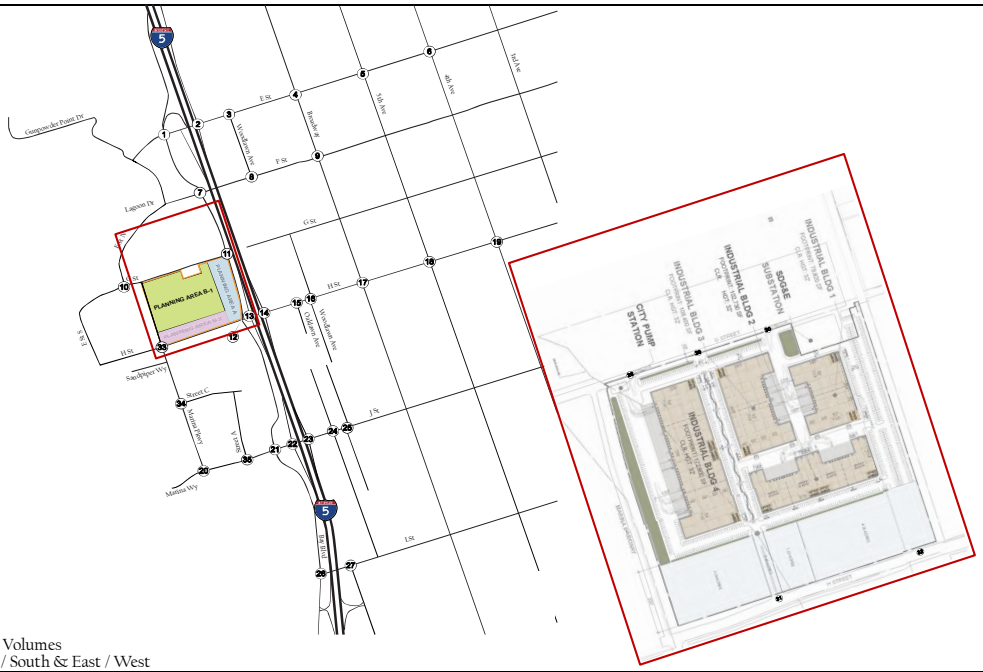


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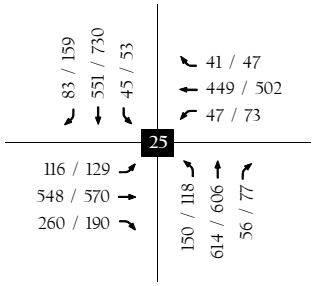
Opening Year 2026 With Project Traffic Volumes

Figure 6-5a

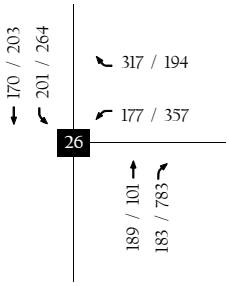


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

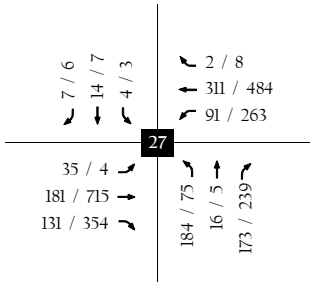
Broadway & J St



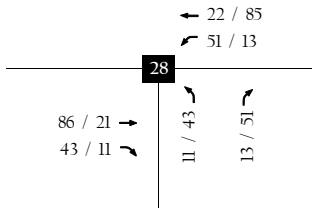
Bay Blvd & L St



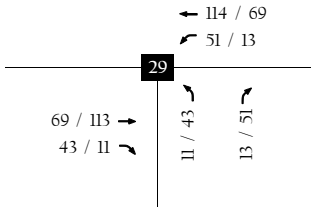
Industrial Blvd & L St



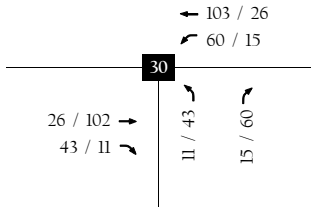
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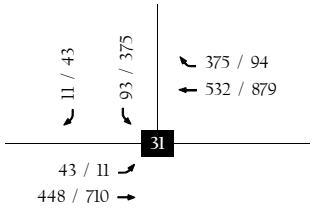
Mid Proj Dwy & G St



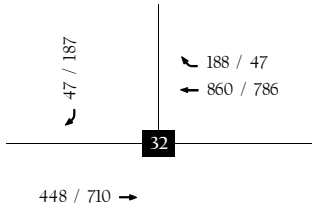
E Proj Dwy & G St



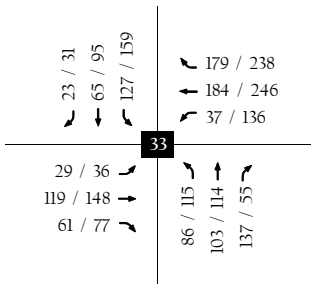
Proj Dwy & H St



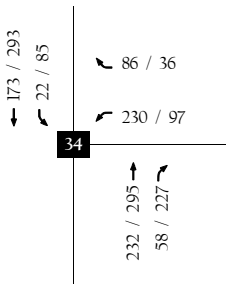
Emp Proj Dwy & H St



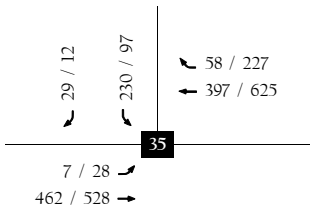
Marina Pkwy & H St



Marina Pkwy & Street C



Street A & J St



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Opening Year 2026 With Project Traffic Volumes

Figure 6-5b

6.5 Intersection Analysis

Table 6-2 displays the LOS analysis results for the study intersection under Opening Year with and without Project conditions.

As shown in the table, all intersections, including the project driveways, are expected to operate at LOS D or better during the weekday peak-hours with the addition of the Project traffic except for the following:

2. I-5 Northbound Ramps & E Street (LOS E – AM Peak)
7. Bay Boulevard & F Street (LOS E – PM Peak)
11. Bay Boulevard & G Street (LOS E – PM Peak)
12. Bay Boulevard & H Street (LOS F – PM Peak)
21. Bay Boulevard & J Street (LOS F – AM & PM Peak)
22. I-5 Southbound Ramps & J Street (LOS F – PM Peak)
23. I-5 Northbound Ramps & J Street (LOS F – AM Peak)
25. Broadway & J Street (LOS E – PM Peak)
26. Bay Boulevard & L Street (LOS F – PM Peak)
31. Project Driveway & H Street (LOS F – PM Peak)

Appendix F contains the intersection LOS worksheets.

Table 6-2
Opening Year Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026		Opening Year 2026 w/Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	I-5 SB Ramps & E St	Signal	AM	18.7	B	20.7	C
			PM	35.7	D	38.3	D
2	I-5 NB Ramps & E St	Signal	AM	**57.1**	**E**	**56.5**	**E**
			PM	15.4	B	15.5	B
3	Woodlawn Ave & E St	Signal	AM	11.7	B	11.4	B
			PM	13.7	B	13.9	B
4	Broadway & E St	Signal	AM	42.8	D	43.2	D
			PM	48.1	D	48.7	D
5	Fifth Ave & E St	Signal	AM	17.5	B	17.0	B
			PM	15.3	B	14.9	B
6	Fourth Ave & E St	Signal	AM	40.1	D	40.0	D
			PM	40.4	D	40.4	D
7	Bay Blvd & F St	AWSC	AM	17.9	C	22.2	C
			PM	31.6	D	**36.4**	**E**
8	Woodlawn Ave & F St	AWSC	AM	9.5	A	9.7	A
			PM	11.2	B	11.6	B
9	Broadway & F St	Signal	AM	40.0	D	39.5	D
			PM	42.0	D	41.7	D
10	Marina Pkwy & G St	OWSC	AM	n/a[4]			
			PM				
11	Bay Blvd & G St	OWSC	AM	16.3	C	23.8	C
			PM	22.3	C	**53.0**	**F**
12	Bay Blvd & H St	Signal	AM	22.1	C	29.3	C
			PM	38.0	D	**111.6**	**F**
13	I-5 SB Ramps & H St	Signal	AM	21.9	C	21.7	C
			PM	34.1	C	32.1	C
14	I-5 NB Ramps & H St	Signal	AM	13.5	B	15.0	B
			PM	22.3	C	50.3	D
15	Woodlawn Ave & H St	Signal	AM	19.1	B	18.4	B
			PM	15.8	B	15.6	B
16	Oaklawn Ave & H St	Signal	AM	30.6	C	30.0	C
			PM	26.3	C	25.8	C

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

Table 6-2
Opening Year Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026		Opening Year 2026 w/Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
17	Broadway & H St	Signal	AM	31.1	C	31.5	C
			PM	32.9	C	33.1	C
18	Fifth Ave & H St	Signal	AM	44.3	D	46.0	D
			PM	19.0	B	18.8	B
19	Fourth Ave & H St	Signal	AM	44.9	D	44.9	D
			PM	38.5	D	38.4	D
20	Marina Pkwy & Marina Wy	Signal	AM	7.5	A	7.9	A
			PM	10.0	A	11.4	B
21	Bay Blvd & J St[3]	AWSC	AM	**107.2**	**F**	**145.0**	**F**
			PM	**65.5**	**F**	**91.3**	**F**
22	I-5 SB Ramps & J St	Signal	AM	50.2	D	49.7	D
			PM	30.9	C	**87.6**	**F**
23	I-5 NB Ramps & J St	Signal	AM	**111.9**	**F**	**111.9**	**F**
			PM	20.2	C	42.7	D
24	Oaklawn Ave & J St	AWSC	AM	25.9	D	28.2	D
			PM	23.3	C	25.5	D
25	Broadway & J St	Signal	AM	50.6	D	52.2	D
			PM	51.8	D	**55.3**	**E**
26	Bay Blvd & L St	AWSC	AM	12.9	B	14.0	B
			PM	**154.8**	**F**	**162.9**	**F**
27	Industrial Blvd & L St	Signal	AM	12.2	B	12.6	B
			PM	45.1	D	47.7	D
28	W Proj Dwy & G St	OWSC	AM	n/a[5]		9.6	A
			PM			9.3	A
29	Mid Proj Dwy & G St	OWSC	AM	n/a[5]		9.8	A
			PM			9.9	A
30	E Proj Dwy & G St	OWSC	AM	n/a[5]		9.5	A
			PM			9.7	A
31	Proj Dwy & H St	OWSC	AM	n/a[5]		23.1	C
			PM			**› 300**	**F**
32	Emp Proj Dwy & H St	OWSC	AM	n/a[5]		13.7	B
			PM			15.2	C

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

Table 6-2
Opening Year Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026		Opening Year 2026 w/Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
33	Marina Pkwy & H St	Signal	AM	17.5	B	19.1	B
			PM	19.2	B	23.2	C
34	Marina Pkwy & Street C	Signal	AM	8.9	A	8.9	A
			PM	8.4	A	8.4	A
35	Street A & J St	Signal	AM	7.0	A	7.1	A
			PM	7.0	A	7.1	A

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

6.6 Project Fair Share

Table 6-3 summarizes the Project's fair share of new traffic added to the intersections that would operate at LOS E or F. As shown in the table, the Project would contribute between 1.0 percent and 38.5 percent at the affected intersections.

Table 6-3
Opening Year Project Fair Share

#	Intersection	Peak Hour	Traffic Volumes[1]		% Proj
			Proj	Total	
2	I-5 NB Ramps & E St	AM	53	2,382	2.2%
		PM	51	2,553	2.0%
7	Bay Blvd & F St	AM	58	1,307	4.4%
		PM	55	1,686	3.3%
11	Bay Blvd & G St	AM	171	852	20.1%
		PM	172	1,111	15.5%
12	Bay Blvd & H St	AM	321	1,759	18.2%
		PM	305	2,279	13.4%
21	Bay Blvd & J St	AM	122	2,171	5.6%
		PM	114	2,162	5.3%
22	I-5 SB Ramps & J St	AM	45	2,140	2.1%
		PM	42	2,241	1.9%
23	I-5 NB Ramps & J St	AM	42	2,539	1.7%
		PM	36	2,416	1.5%
25	Broadway & J St	AM	36	2,948	1.2%
		PM	34	3,242	1.0%
26	Bay Blvd & L St	AM	75	1,208	6.2%
		PM	72	1,874	3.8%
31	Proj Dwy & H St	AM	522	1,408	37.1%
		PM	761	1,976	38.5%

Notes:
Only intersections that would operate at LOS E or F with the Project are shown in the table.
The fair share calculations are based on actual traffic volumes and do not include PCE adjustments.

6.7 Improvements

Table 6-4 summarizes the proposed improvements at the affected intersections and **Figure 6-6** illustrates the proposed improvements at the affected intersections.

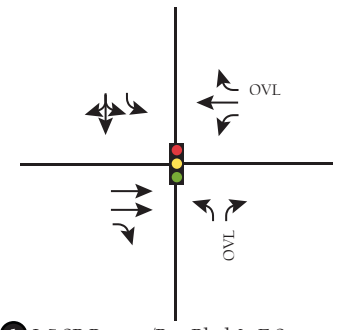
As shown in the table, the Project would be fully responsible for signal retiming at the I-5 NB Ramps & E Street, Bay Boulevard & H Street, I-5 NB and SB Ramps & J Street, and at the Broadway & J Street intersections and constructing a traffic signal at the Bay Boulevard & G Street and Project Driveway & H Street intersections. The Project would contribute its fair share towards the construction of a traffic signal or roundabout at the Bay Boulevard & F Street. The Project would contribute its fair share towards the construction of a traffic signal at the Bay Boulevard & J Street and Bay Boulevard & L Street intersections. It should be noted that Intersections #21 and #26 correspond with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #5 and BAY-28 #6, respectively. All proposed improvements would achieve LOS D or better conditions during both peak periods.

The improvements identified in this LMA are recommendations and the final improvement plan and project funding responsibility will be defined and documented in a separate Rohr/Wohl Specific Plan Transportation Conditions of Approval memo. **Appendix J** contains the intersection LOS worksheets with the improvements.

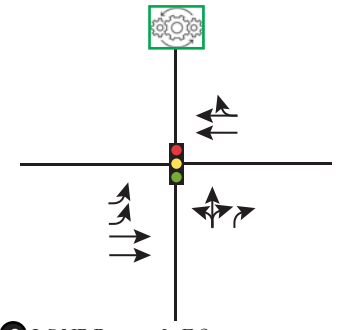
Table 6-4
Project Improvements

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026 w/Proj		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
2	I-5 NB Ramps & E St	Signal	AM	**56.5**	E	45.4	D	-11.1	Signal retiming	100%
			PM	15.5	B	15.5	B	0.0		
7	Bay Blvd & F St	AWSC	AM	22.2	C	19.5	B	-2.7	Signalize intersection	Fair Share
			PM	**36.4**	E	22.0	C	-14.4		
			AM	22.2	C	14.7	B	-7.5	Construct roundabout[6]	Fair Share
			PM	**36.4**	E	**53.2**	F	16.8		
11	Bay Blvd & G St	OWSC	AM	23.8	C	8.6	A	-15.2	Signalize intersection	100%
			PM	**53.0**	F	17.2	B	-35.8		
12	Bay Blvd & H St	Signal	AM	29.3	C	24.1	C	-5.2	Restripe SB approach Signal retiming[7]	100%
			PM	**111.6**	F	33.6	C	-78.0		
21	Bay Blvd & J St	AWSC	AM	**145.0**	F	37.7	D	-107.3	Signalize intersection[4]	Fair Share
			PM	**91.3**	F	22.4	C	-68.9		
22	I-5 SB Ramps & J St	Signal	AM	49.7	D	22.3	C	-27.4	Signal retiming	100%
			PM	**87.6**	F	31.5	C	-56.1		
23	I-5 NB Ramps & J St	Signal	AM	**111.9**	F	53.1	D	-58.8	Signal retiming	100%
			PM	42.7	D	24.7	C	-18.0		
25	Broadway & J St	Signal	AM	52.2	D	51.5	D	-0.7	Signal retiming	100%
			PM	**55.3**	E	45.3	D	-10.0		
26	Bay Blvd & L St	AWSC	AM	14.0	B	11.6	B	-2.4	Signalize intersection[5]	Fair Share
			PM	**162.9**	F	24.5	C	-138.4		
31	Proj Dwy & H St	OWSC	AM	23.1	C	8.3	A	-14.8	Signalize intersection	100%
			PM	**› 300**	F	13.1	B	->300		

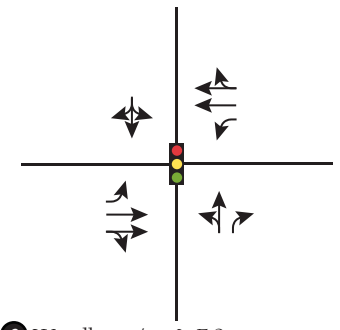
Notes:
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. Based on the criteria shown in Table 2-4.
4. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #5.
5. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #6.
6. Improvement is based on the 30% conceptual design and includes 1-lane approaches on all legs. The feasibility of expanding the roundabout and other operational issues is subject to City review and confirmation.
7. Improvement is considered a conceptual design whose feasibility, including adequacy of turn bay storage and other operational issues is subject to City review and confirmation.



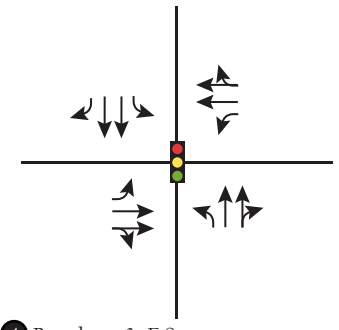
1 I-5 SB Ramps/Bay Blvd & E St



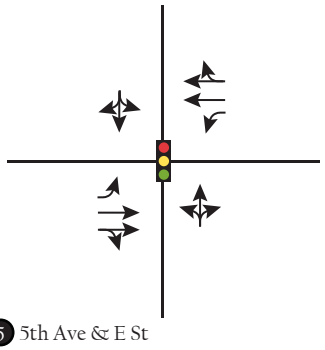
2 I-5 NB Ramps & E St



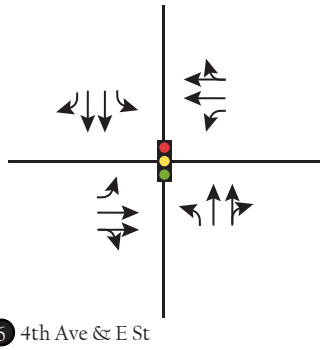
3 Woodlawn Ave & E St



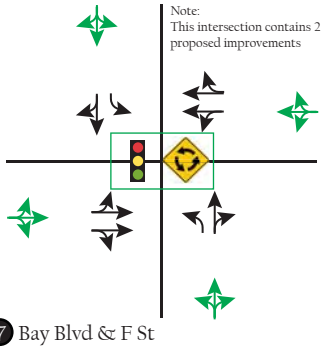
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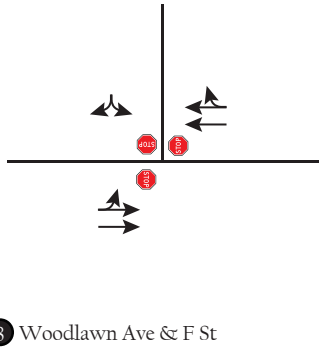
5 5th Ave & E St



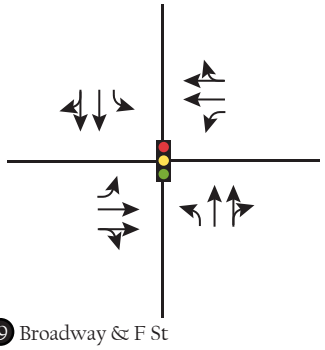
6 4th Ave & E St



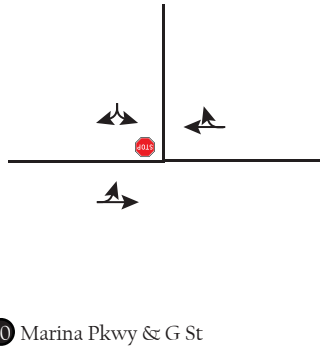
7 Bay Blvd & F St



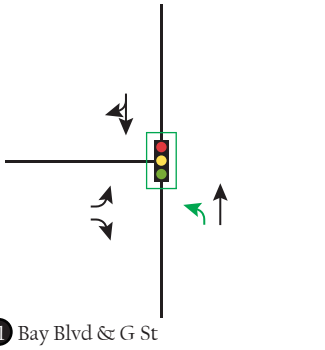
8 Woodlawn Ave & F St



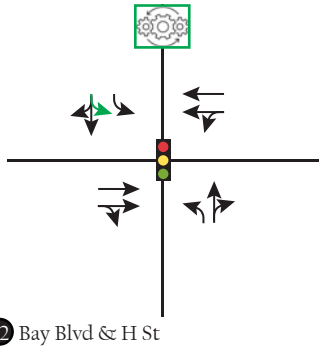
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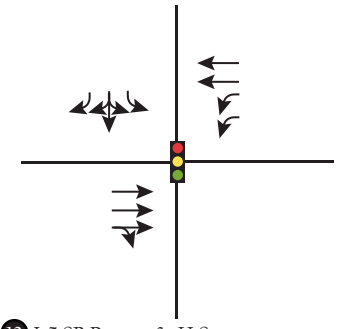
10 Marina Pkwy & G St



11 Bay Blvd & G St



12 Bay Blvd & H St



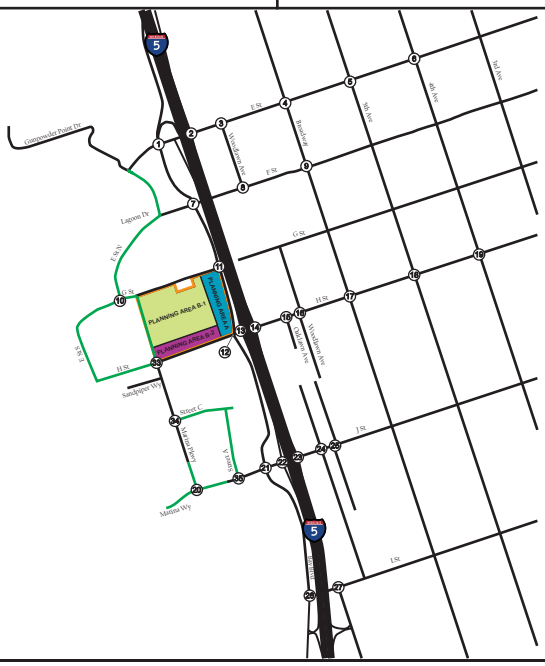
13 I-5 SB Ramps & H St

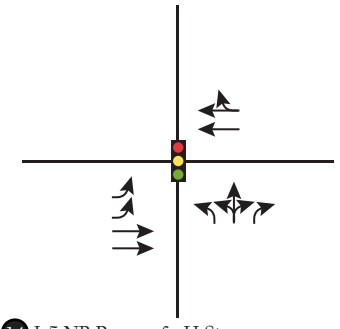
LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Signal Retiming

Improvements are shown in green.

Naming Convention:
North / South & East / West





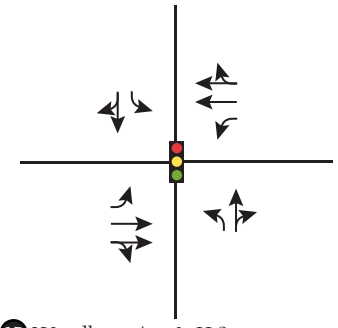
14 I-5 NB Ramps & H St

N
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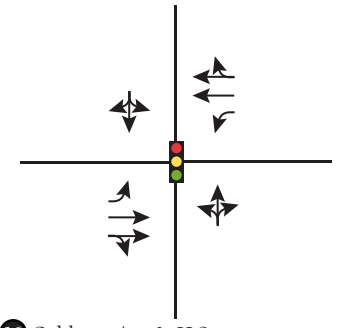
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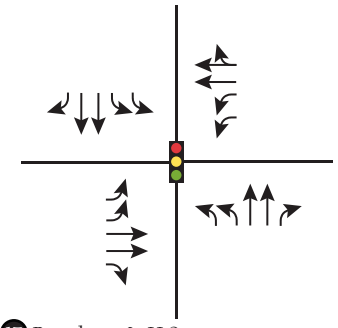
Figure 6-6
Opening Year 2026 Intersection Geometrics With Improvements



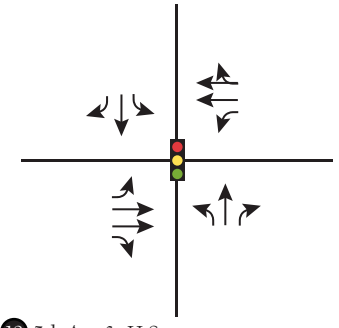
15 Woodlawn Ave & H St



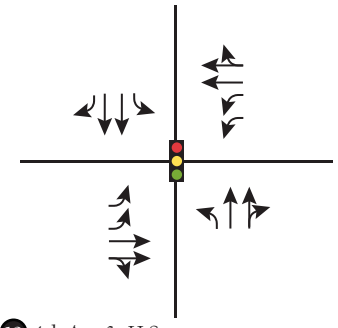
16 Oaklawn Ave & H St



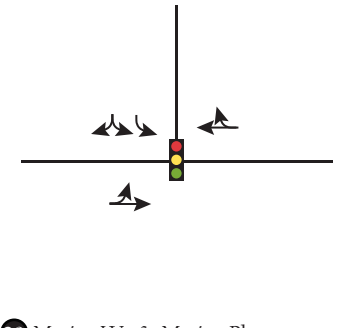
17 Broadway & H St



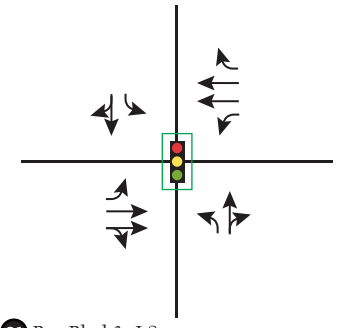
18 5th Ave & H St



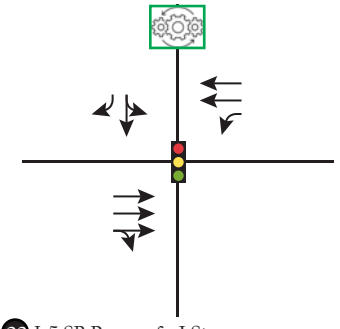
19 4th Ave & H St



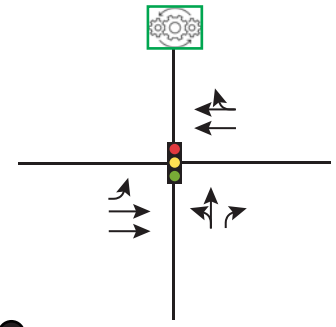
20 Marina Wy & Marina Pkwy



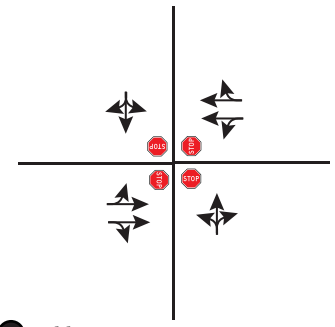
21 Bay Blvd & J St



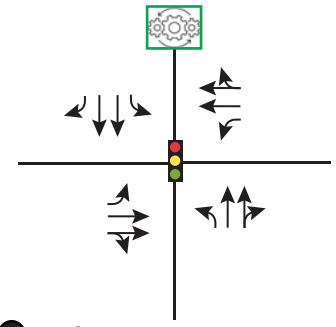
22 I-5 SB Ramps & J St



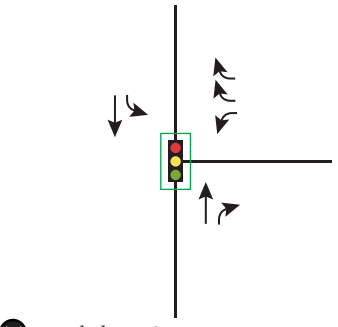
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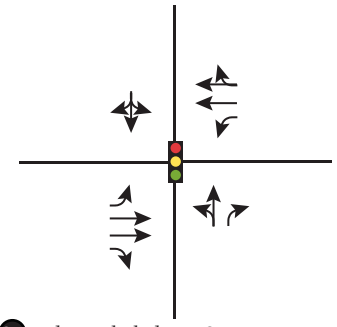
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



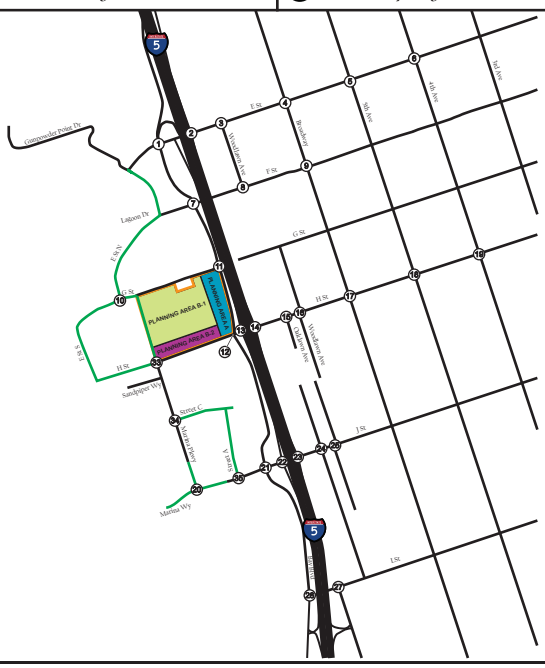
27 Industrial Blvd & L St

LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Signal Retiming

Improvements are shown in green.

Naming Convention:
North / South & East / West

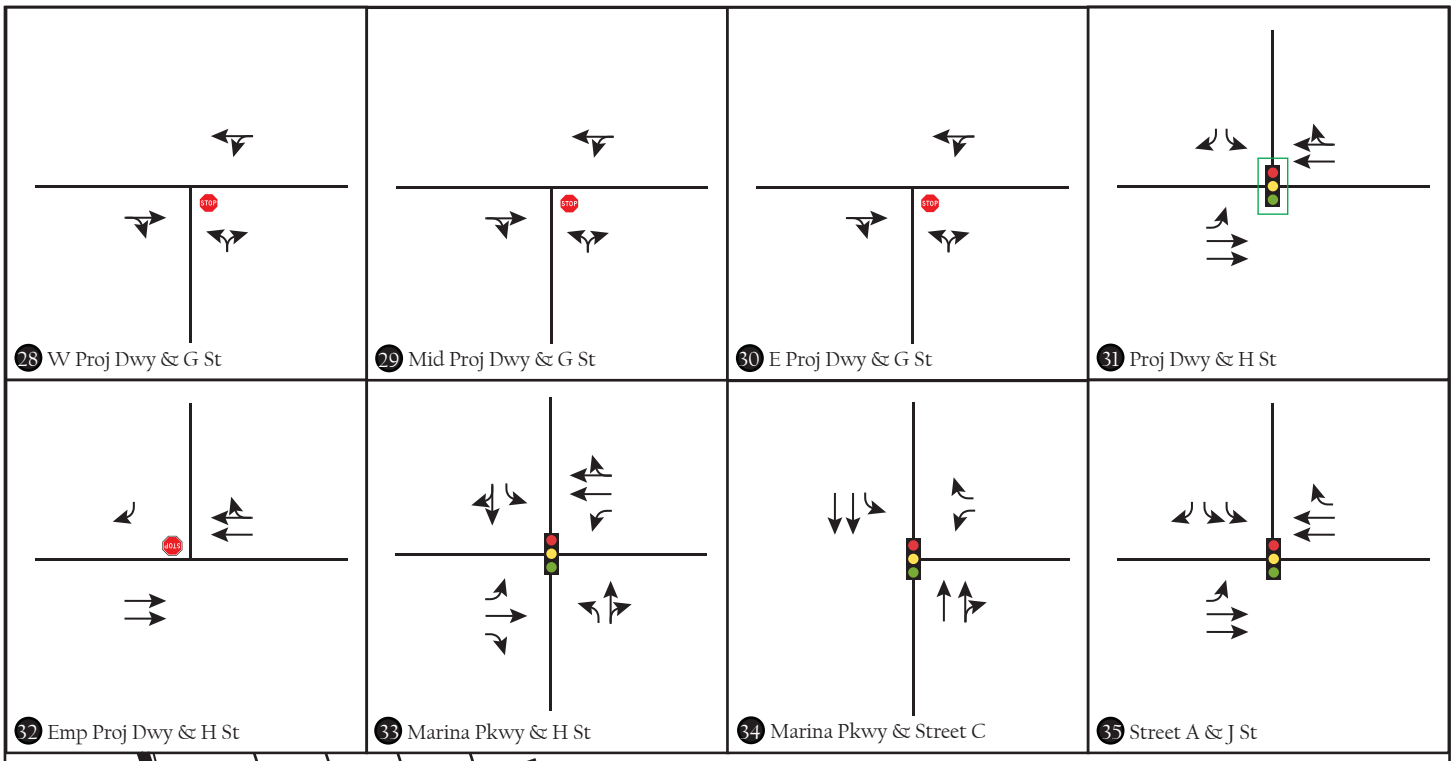


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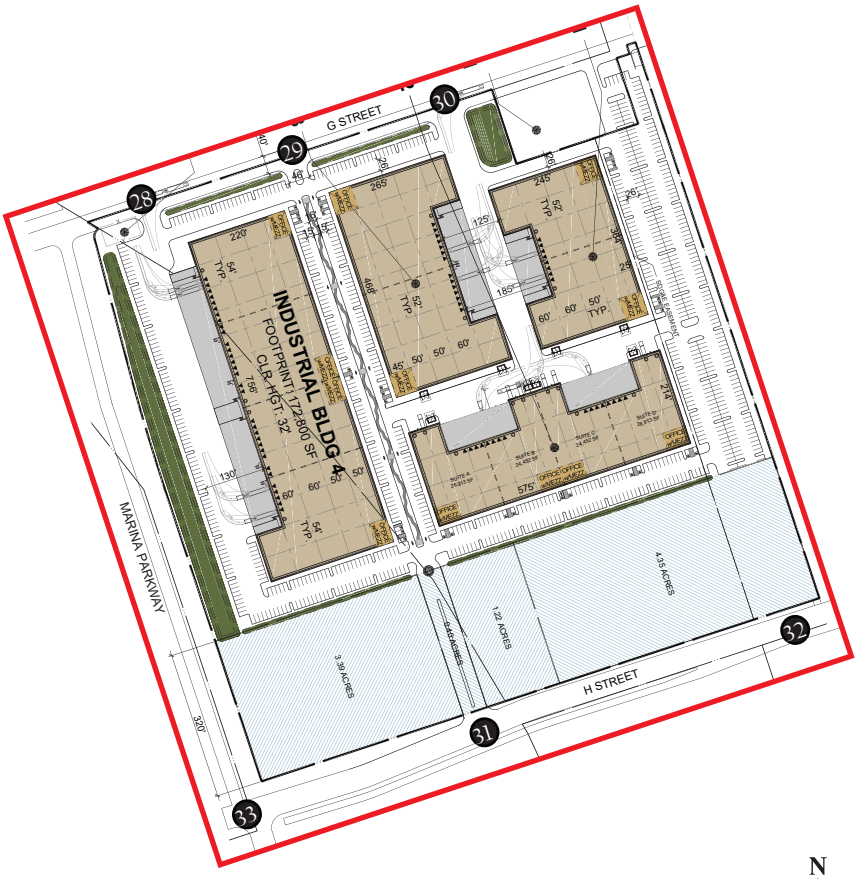
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Figure 6-6a
Opening Year 2026 Intersection Geometrics With Improvements







LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Signal Retiming

Improvements are shown in green.

Naming Convention:
North / South & East / West

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Figure 6-6b
Opening Year 2026 Intersection Geometrics With Improvements

6.8 Signal Warrants

The latest *California Manual on Uniform Traffic Control Devices (CA MUTCD) 2014, Revision 8* states that a roundabout should be considered at locations where a traffic signal is proposed if it is determined to provide a viable and practical solution. The following list summarizes the consideration of a roundabout at the locations where a traffic signal is proposed.

- Bay Boulevard & F Street: A 30 percent conceptual design of a roundabout was prepared for this location as part of the F Street Promenade project. As part of the design, it was assumed that the roundabout would be a 1-lane roundabout with one lane on each approach. A roundabout and a traffic signal were considered for this location.
- Bay Boulevard & G Street: This intersection is the main access for the north side of the site and would encounter a lot of larger trucks. The Caltrans right-of-way is also located immediately to the east of Bay Boulevard. With the larger turning radius required to accommodate the large trucks, a roundabout was dismissed.
- Bay Boulevard & J Street: The Bayfront Transportation Development Impact Fee Nexus Study (BAY-28 #5) assumes the construction of a traffic signal at this location. Since this is an approved City document, the analysis of a roundabout was dismissed.
- Bay Boulevard & L Street: The Bayfront Transportation Development Impact Fee Nexus Study (BAY-28 #6) assumes the construction of a traffic signal at this location. Since this is an approved City document, the analysis of a roundabout was dismissed.
- Project Driveway & H Street: This intersection is the main access for the south side of the site. A traffic signal is being constructed at the Marina Parkway & H Street intersection to the west. The proposed Street A & H Street intersection was assumed to include a traffic signal to the east. A potential roundabout at this location would also require additional right-of-way to the south, which is controlled by the Port and would shift the existing bike path. Based on these reasons, a roundabout was dismissed.

The signal warrant analysis was performed at the locations where a traffic signal is proposed using the criteria outlined in Chapter 4C of the *CA MUTCD 2014, Revision 7* for Warrant 3, Peak-Hour. It should be noted that the signal warrant analysis was not performed where the intersection would operate at an acceptable LOS. **Table 6-5** summarizes the results of the peak-hour signal warrant analyses.

As shown in the table, the traffic signal warrant was satisfied using the peak-hour traffic volume criteria under the Existing Plus Project Traffic scenario at two of the five intersections for a minimum of one of the peak-hours. Under the Opening Year With Project scenario, all intersections would satisfy the peak-hour signal warrant for a minimum of one of the peak-hours.

Appendix K contains the signal warrant analyses worksheets and supporting data.

Table 6-5
Project Traffic Peak-Hour Traffic Signal Warrant Analysis Summary

#	Intersection	Peak Hour	Warrant 3 Met?[1]	
			Existing Plus Proj	Opening Year 2026 w/Proj
7	Bay Blvd & F St	AM	n/a[2]	No
		PM		Yes
11	Bay Blvd & G St	AM	n/a[2]	No
		PM		Yes
21	Bay Blvd & J St	AM	Yes	Yes
		PM	No	Yes
26	Bay Blvd & L St	AM	Yes	Yes
		PM	Yes	Yes
31	Proj Dwy & H St	AM	n/a[2]	No
		PM		Yes

Notes:
1. The signal warrant analysis was performed using the criteria outlined in Chapter 4C of the *CA MUTCD 2014* for Warrant 3, Peak-Hour.
2. The intersection would operate at an acceptable LOS.

6.9 Queuing Analysis

A queuing analysis was performed at the two project driveways where a traffic signal is being proposed to determine the appropriate turn pocket lengths. The queue length reported is the 95th percentile queue length, which represents the queue length where 95 percent of the queue lengths fall and only would be exceeded 5 percent of the time. **Table 6-6** summarizes the results of the queuing analyses.

Table 6-6
Opening Year Queuing Analysis Summary

Intersection	Peak Hour	Movement	Storage Length (ft)[1]	Queue Length (ft)[2]
				Opening Year 2026 w/Proj
11 Bay Blvd & G St	AM	NB LT	280	96
	PM			62
	AM	EB LT	150	53
	PM			136
	AM	EB RT	150	23
	PM			38
31 Proj Dwy & H St	AM	EB LT	170	40
	PM			18
	AM	SB LT	325	79
	PM			246
	AM	SB RT	325	10
	PM			19

Notes:
Values shown in **bold** indicate movements where the queue length exceeds the available storage length.
1. The storage length was based on the latest site plan prepared for the project and/or conceptual plans for the traffic signal.
2. The queue length shown represents the 95th percentile queue length for each respective movement and reported from Synchro 11.

As shown in the table, the 95th percentile queue lengths at both intersections would be contained within the respective turn pockets.

Appendix L contains the queuing analyses worksheets.

6.10 Multi-Modal Analysis

The alternative modes of travel such as pedestrian, bicycle, and transit were evaluated with the Project. As described within the *City's TSG*, the pedestrian and bicycle analysis are focused along the project's frontage and for locations within 0.25 miles of the Project. The transit analysis is focused on the transit amenities and connectivity to transit within a 0.50-mile walkshed from a high-quality transit corridor. **Figure 6-7** illustrates the study are for the multi-modal analyses. **Table 6-7** summarizes the potential improvements to accommodate the Project's active transportation needs.



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Figure 6-7
Multi-Modal Analysis Study Area

Table 6-7
Potential Improvements to Accommodate the Project's Active Transportation Needs

Proximity	Facility Type		
	Pedestrian	Bicycle	Transit
Project Frontage & Adjacent Facilities[1]	• Close sidewalk gaps • Remove pathway obstructions • Construct curb ramps per current ADA standards • Implement identified traffic calming measures	• Upgrade substandard bike facilities • Fill gaps in the Planned Bikeway Network	• Add missing transit amenities according to MTS Designing for Transit Guidelines. High-quality transit amenities (shelter, trash cans, benches, street trees) are encouraged.
Within ¼ of Project	• Close sidewalk gaps • Remove pathway obstructions • Implement identified traffic calming measures	• Upgrade substandard bike facilities • Coordinate with City staff to pay fair share towards Planned Bikeways	

Notes:

Referenced from Table 5 of the *City's TSG*.

1. Adjacent facilities are defined as intersections immediately adjacent to the project site. Location of adjacent facilities should be identified in coordination with City's staff prior to conducting a LMA.

6.10.1 Pedestrian Analysis

The pedestrian analysis is focused along the Project's frontage of G Street between Marina Parkway and Bay Boulevard and also along H Street between Marina Parkway and I-5. Additionally, Bay Boulevard between G Street and H Street is included in the pedestrian analysis.

As part of the Project, sidewalks will be constructed along the Project's frontage of G Street. All Project driveways would be constructed to City standards and include warning detectible strips at the curb returns. Additionally, all Project driveways along H Street would be constructed to City standards and include warning detectible strips at the curb returns.

The Chula Vista Bayfront Phase 1A Improvements consist of new 24-inch white thermoplastic ladder style crosswalks on the north, south, and west legs of the Bay Boulevard & H Street intersection. At the Marina Parkway & H Street intersection, a new traffic signal will be constructed and will include all

new curb returns with warning detectible strips and a 24-inch white thermoplastic ladder style crosswalk on all legs of the intersection.

Within the Project site, all internal roadways would have sidewalks on both sides of the roadway. There are no sidewalk gaps that would exist with the Project and pedestrians would have a continuous path from the Project to the H Street Transit Station.

6.10.2 Bicycle Analysis

The bicycle analysis is focused along the Project's frontage of G Street between Marina Parkway and Bay Boulevard and also along H Street between Marina Parkway and I-5. Additionally, Bay Boulevard between G Street and H Street is included in the bicycle analysis.

Within the study area, there is a Class I bicycle path along the south side of H Street between Marina Parkway and Bay Boulevard and connects with the existing Bayshore Bikeway. As part of the Chula Vista Bayfront Phase 1A Improvements Project, bicycle detectors will be added at the approach to the Bay Boulevard & H Street intersection. There is also a Class II bicycle lane on both sides of Bay Boulevard between G Street and H Street.

The Bayshore Bikeway segment between Lagoon Drive and H Street (referenced as Segment 6B in the *City's ATP*) is proposed to be located along the abandoned rail line between Planning Area A and B-1/B-2. The proposed cross section for this segment is 14-feet in width that includes a 5-foot shared use path and a 2-foot shoulder in each direction.

6.10.3 Transit Analysis

The transit analysis focused on the transit amenities and connectivity to transit within a 0.50-mile walkshed of a high-quality transit corridor, which happens to be located at the H Street Transit Station. There are no planned improvements for additional transit service on the west of I-5. As discussed in Section 6.9.1 above, there are no sidewalk gaps in the study area and pedestrians would have a direct connection between the Project and the H Street Transit Station via the existing sidewalks. The current headway for the transit service is approximately 20 minutes during the weekday peak-hours.

7 PROGRAMMATIC-LEVEL PROJECT TRAFFIC

This section describes the estimated trip generation, trip distribution, and assignment of trips of the entire Specific Plan area to the adjacent roadway network.

7.1 Trip Generation

Trip generation rates published by the *SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002* were applied to the existing and proposed uses on site to estimate the traffic generation characteristics of the site. The trip generation was estimated for the AM and PM peak-hour and daily traffic. Passby and internal capture trips were not accounted for as a conservative estimate.

Table 7-1 summarizes the proposed trip generation for the Programmatic-Level portion of the Project (Planning Areas A and B-2).

As shown in the table, the Programmatic-Level portion of the Project is forecasted to generate a subtotal of 8,168 daily trips with 487 AM peak-hour trips and 767 PM peak-hour trips. After applying the existing trip credits, the Programmatic-Level portion of the Project is forecasted to generate a net total of 6,349 daily trips with 210 AM peak-hour trips and 460 PM peak-hour trips.

7.2 Trip Distribution and Assignment

The project trip distribution for the Programmatic Level Analyses was based on SANDAG's 2050 Series 13 Activity-Based Model Version 2+ (ABM2+) select zone forecast. The entire project site is in TAZ 4653, which includes two micro-analysis zones 8013 and 8014. The ABM2+ was updated to reflect the current project. Centroid connectors and roadway networks within the study area were reviewed and verified.

A screenline analysis was performed to determine the overall trip distribution for the Project. The following list summarizes the trip distribution:

- 44 percent to/from the north
- 26 percent to/from the south
- 31 percent to/from the east

Figures 7-1 and **7-2** display the assumed Project trip distribution through the study intersections and project driveways for Planning Areas A and B-2, respectively. Based on the Programmatic-Level Project trip generation and distribution, the Programmatic-Level Project trips were assigned to the study area. **Figures 7-3** and **7-4** illustrate the Programmatic-Level Project trip assignment for Planning Areas A and B-2, respectively. **Figure 7-5** illustrates the total project trip assignment of the entire Project.

Appendix M contains the SANDAG 2050 Series 13 ABM2+ plots.

Table 7-1
Total Project Trip Generation

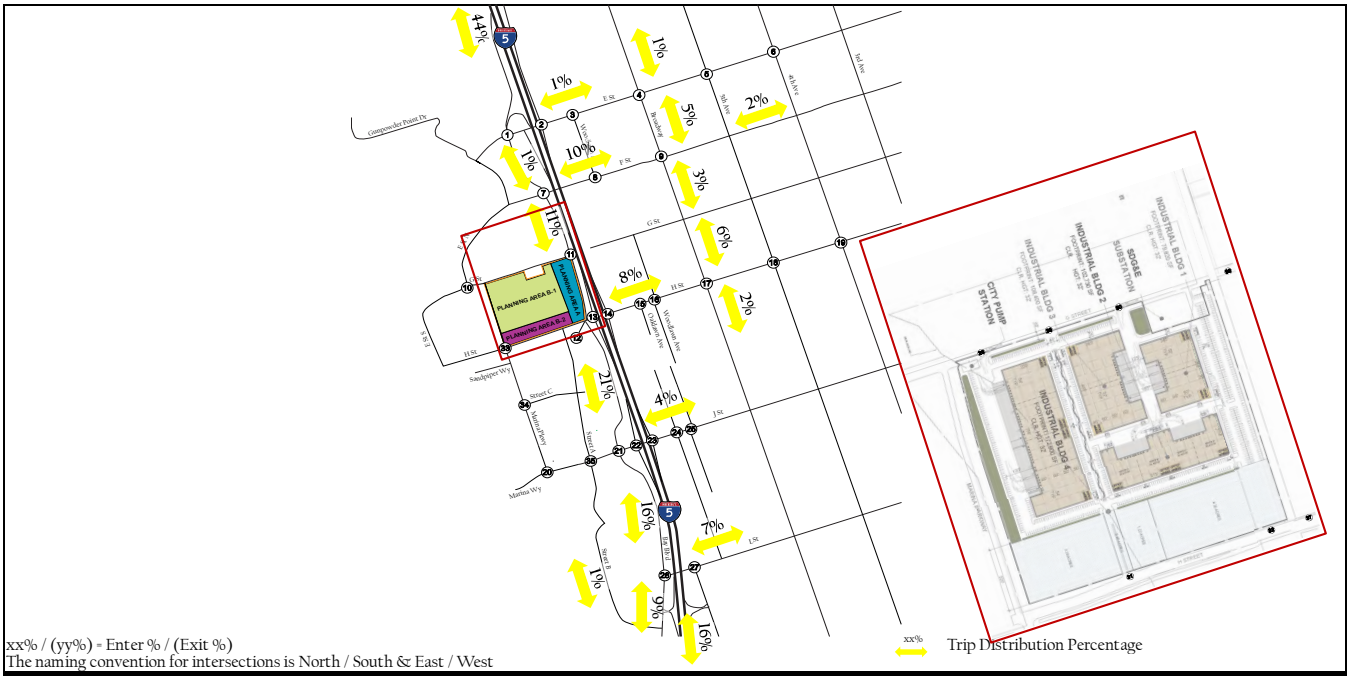
TRIP GENERATION RATES[1]					
Land Use	Weekday Daily	AM PEAK % ADT	AM PEAK In:Out Ratio	PM PEAK % ADT	PM PEAK In:Out Ratio
Warehousing	5 trips / ksf	13%	0.70 : 0.30	15%	0.40 : 0.60
Resort Hotel	8 trips / rm	5%	0.60 : 0.40	7%	0.40 : 0.60
Industrial/Business Park (w/commercial)	16 trips / ksf	12%	0.80 : 0.20	12%	0.20 : 0.80
Manufacturing/Assembly	4 trips / ksf	19%	0.90 : 0.10	20%	0.20 : 0.80
Quality Restaurant	100 trips / ksf	1%	0.60 : 0.40	8%	0.70 : 0.30

TRIP GENERATION CALCULATIONS									
Land Use	Planning Area	Amount	ADT	AM PEAK In	AM PEAK Out	AM PEAK Total	PM PEAK In	PM PEAK Out	PM PEAK Total
Existing Uses									
Warehousing	A	231.174 ksf	1,156	106	45	151	70	104	174
Manufacturing/Assembly	B-2	165.612 ksf	663	114	12	126	27	106	133
Existing Trips			**4,224**	**632**	**102**	**734**	**194**	**594**	**788**
Proposed Uses									
Programmatic-Level Analysis									
Industrial/Business Park (w/commercial)	A	198.000 ksf	3,168	305	76	381	77	304	381
Resort Hotel	B-2	175 rm	1,400	42	28	70	40	58	98
Quality Restaurant	B-2	36.000 ksf	3,600	22	14	36	202	86	288
Subtotal: Programmatic-Level Analysis			**8,168**	**369**	**118**	**487**	**319**	**448**	**767**
Net Programmatic-Level Analysis			**6,349**	**149**	**61**	**210**	**222**	**238**	**460**

Notes:

ksf: 1,000 sf, rm: rooms

1. The trip rates are based on *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.*



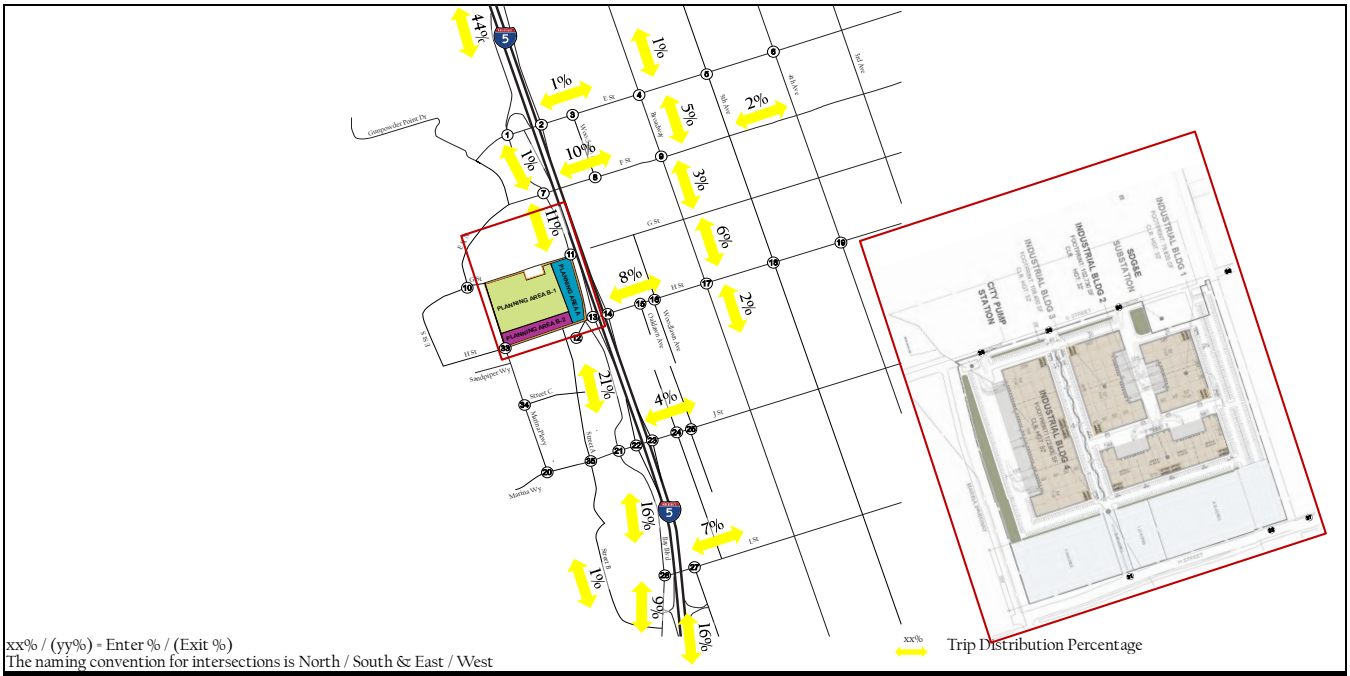
I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1 1% / (0%) 0% / (1%)	2 1% / (0%) 0% / (1%)	3 1% / (0%) 0% / (1%)	4 1% / (0%) 0% / (1%)
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5	6	7 1% / (0%) 10% / (0%) 0% / (1%) 0% / (10%)	8 10% / (0%) 0% / (10%)
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9 5% / (0%) 2% / (0%) 0% / (5%) 0% / (2%) 0% / (3%) 3% / (0%)	10	11 11% / (0%) 0% / (11%)	12 68% / (0%) 0% / (68%) 0% / (21%) 21% / (0%)

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Planning Level A Project Trip Distribution

Figure 7-1



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

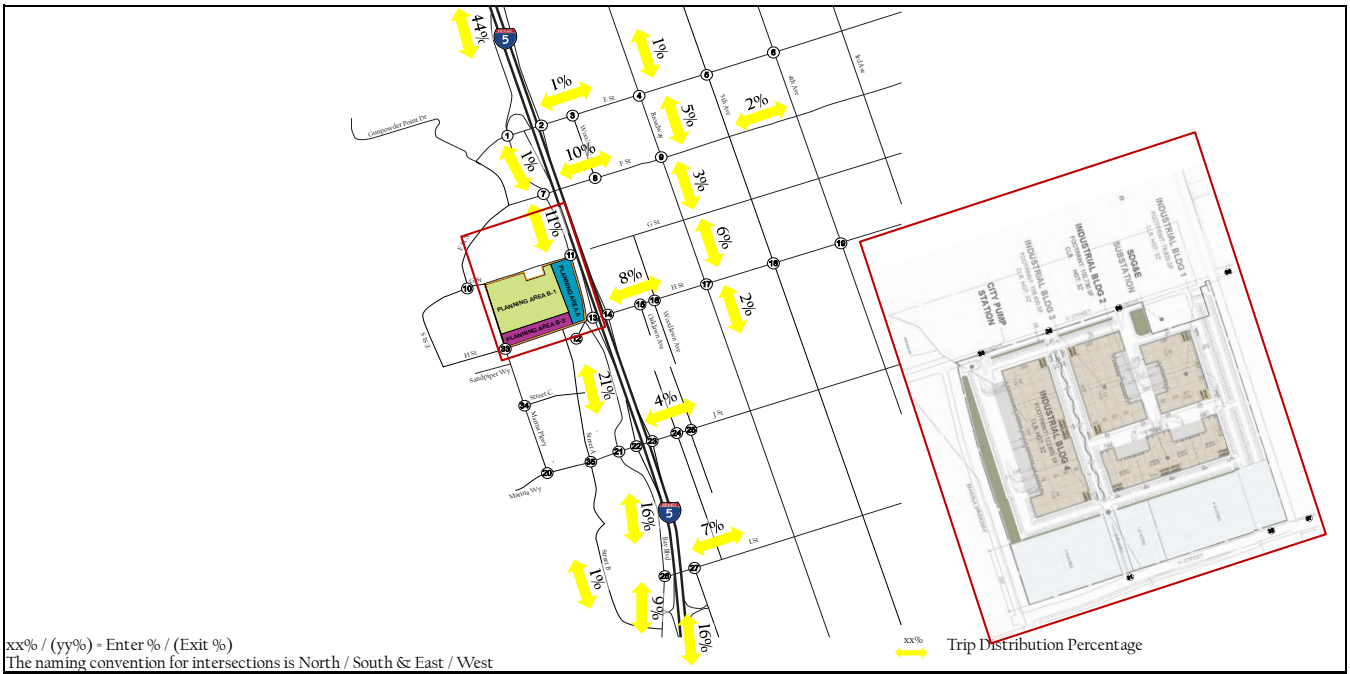
I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
44% / (0%) ↓ 24% / (0%) ← 13 0% / (52%) → 0% / (16%) ↘	8% / (0%) ← 14 0% / (44%) ↙ 0% / (8%) → 16% / (0%) ↘	8% / (0%) ← 15 0% / (8%) →	8% / (0%) ← 16 0% / (8%) →
Broadway & H St	**5th Ave & H St**	**4th Ave & H St**	**Marina Wy & Marina Pkwy**
6% / (0%) ↓ 17 0% / (6%) ↙ 0% / (2%) ↘ 2% / (0%) ↘	18	19	20
Bay Blvd & J St	**I-5 SB Ramps & J St**	**I-5 NB Ramps & J St**	**Oaklawn Ave & J St**
0% / (1%) ↓ 0% / (16%) ↓ 0% / (4%) ↓ 4% / (0%) ↙ 21 1% / (0%) ↙ 16% / (0%) ↑	4% / (0%) ← 22 0% / (4%) →	4% / (0%) ← 23 0% / (4%) →	4% / (0%) ← 24 0% / (4%) →

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Planning Level A Project Trip Distribution

Figure 7-1a



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

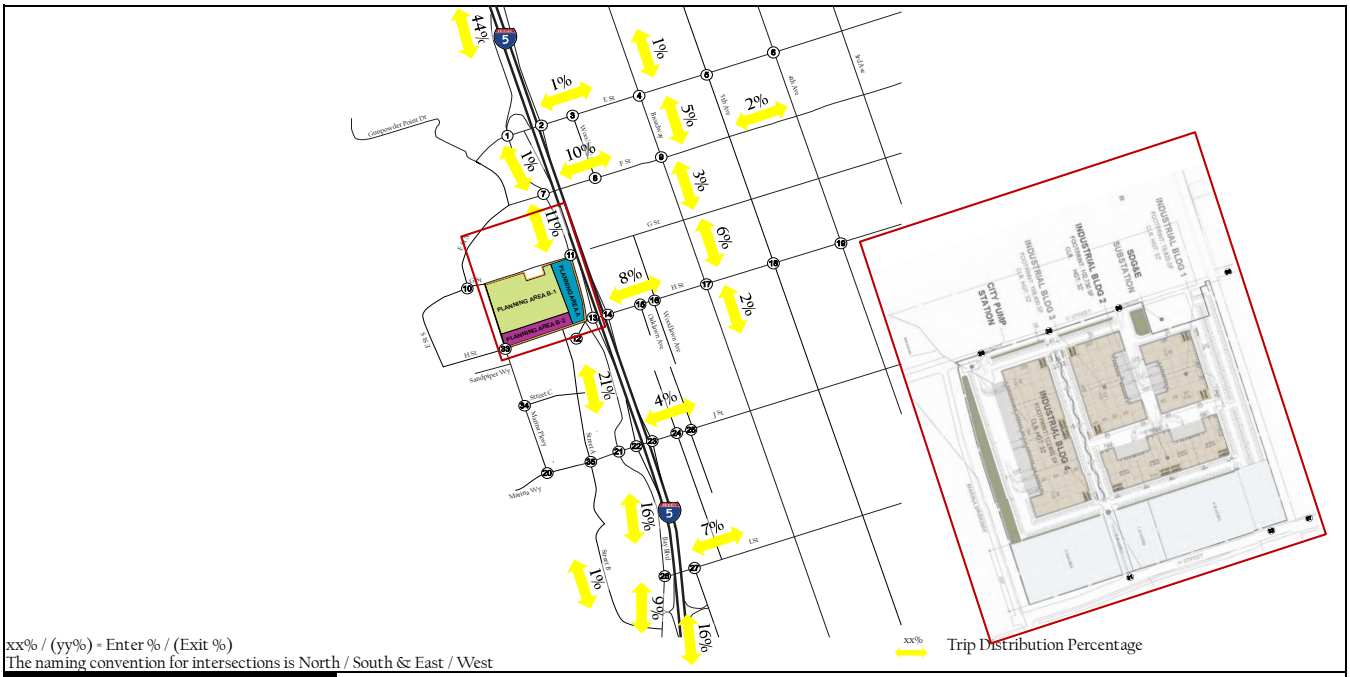
Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
4% / (0%) → 25 ← 0% / (4%)	0% / (9%) ↓ 0% / (7%) ↘ 7% / (0%) ← 26 9% / (0%) ↑	7% / (0%) ← 27 0% / (7%) →	28
Mid Proj Dwy & G St	**E Proj Dwy & G St**	**Proj Dwy & H St**	**Emp Proj Dwy & H St**
29	30	0% / (89%) ← 31 0% / (89%) →	0% / (89%) ← 32 0% / (89%) →
Marina Pkwy & H St	**Marina Pkwy & Street C**	**Street A & J St**	**PA-A Proj Dwy & G St**
0% / (89%) ↙ 33	34	0% / (1%) ↙ 35 1% / (0%) ↖	50% / (0%) ↙ 36 0% / (50%) ↖

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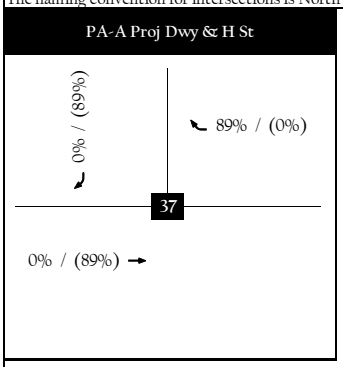
Rohr/Wohl Specific Plan

Planning Level A Project Trip Distribution

Figure 7-1b



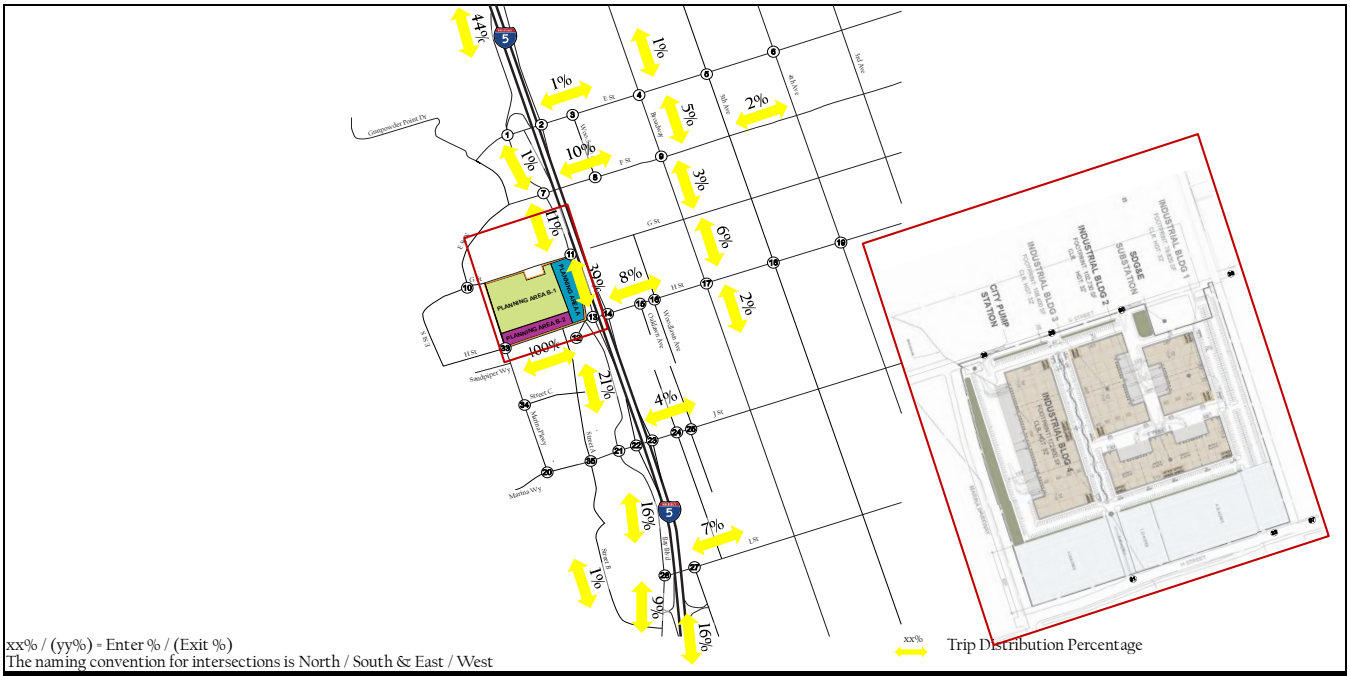
xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West



Rohr/Wohl Specific Plan

Planning Level A Project Trip Distribution

Figure 7-1c



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

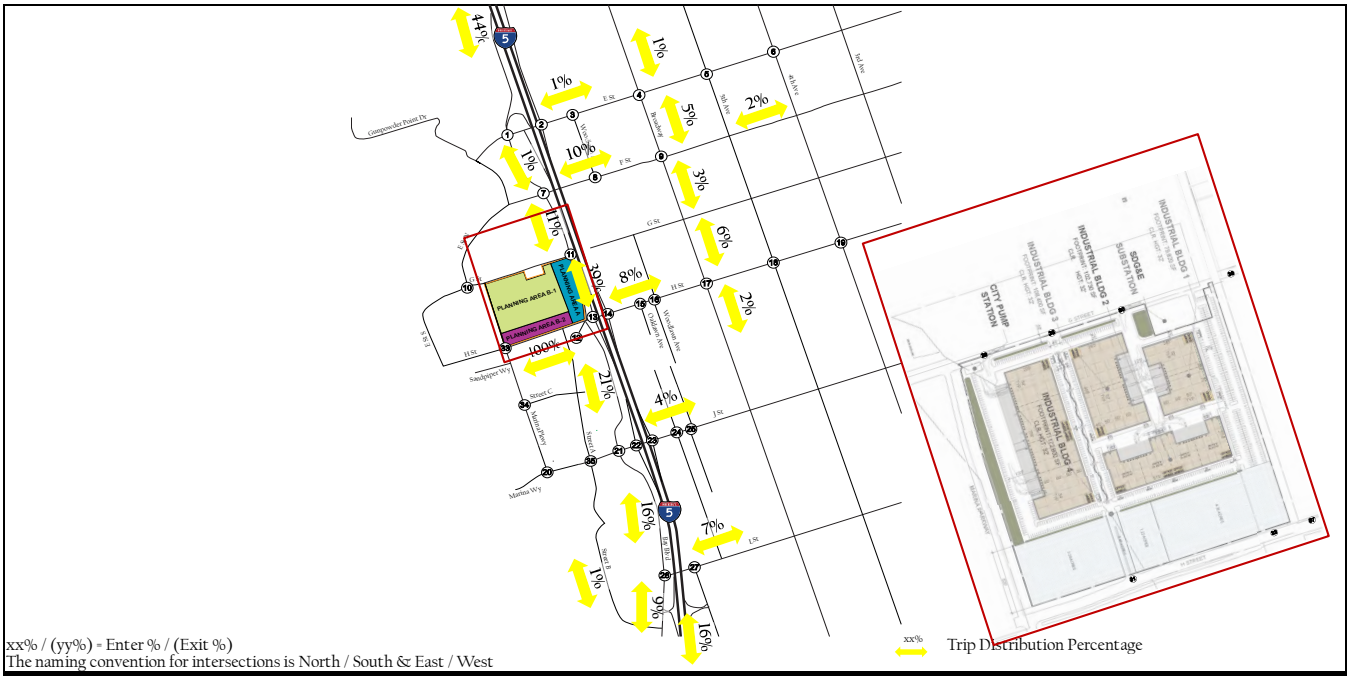
I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1 1% / (0%) 0% / (1%)	2 1% / (0%) 0% / (1%)	3 1% / (0%) 0% / (1%)	4 1% / (0%) 0% / (1%)
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5	6	7 1% / (0%) 10% / (0%) 0% / (1%) 0% / (10%)	8 10% / (0%) 0% / (10%)
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9 5% / (0%) 2% / (0%) 0% / (5%) 0% / (2%) 0% / (3%) 3% / (0%)	10	11 11% / (0%) 0% / (11%) 0% / (39%) 39% / (0%)	12 11% / (0%) 68% / (0%) 0% / (68%) 0% / (21%) 21% / (0%)

MIZUTA TRAFFIC CONSULTING

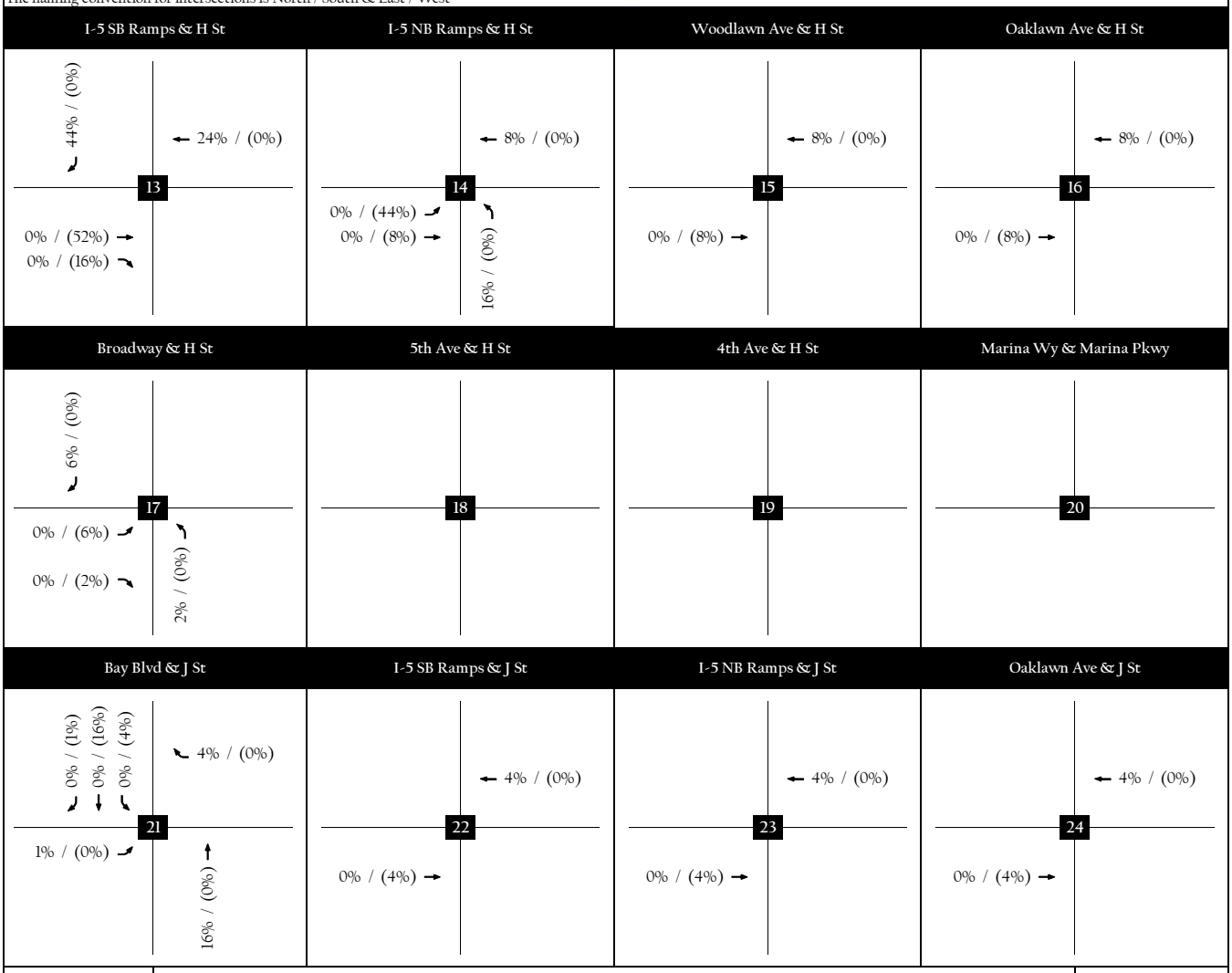
Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Distribution

Figure 7-2



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

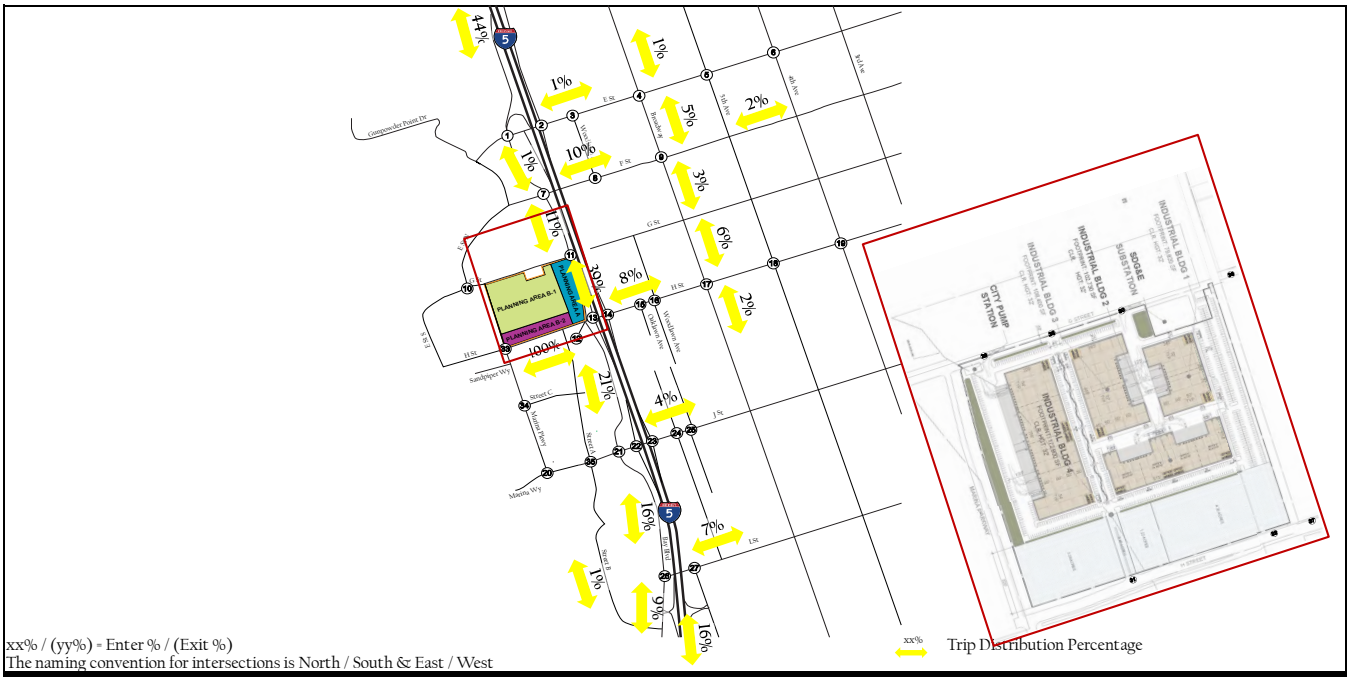


MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Distribution

Figure 7-2a



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
4% / (0%) → 25 ← 0% / (4%)	0% / (9%) ↓ 0% / (7%) ↘ 7% / (0%) ← 26 ↑ 9% / (0%)	7% / (0%) ← 27 ← 0% / (7%)	28 ↖ 0% / (3%)

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29 ← 0% / (3%) ↖ 0% / (4%)	30 ← 0% / (7%) ↖ 0% / (4%)	0% / (100%) ↓ 100% / (0%) ↘ 31	100% / (0%) ← 32 ← 0% / (100%)

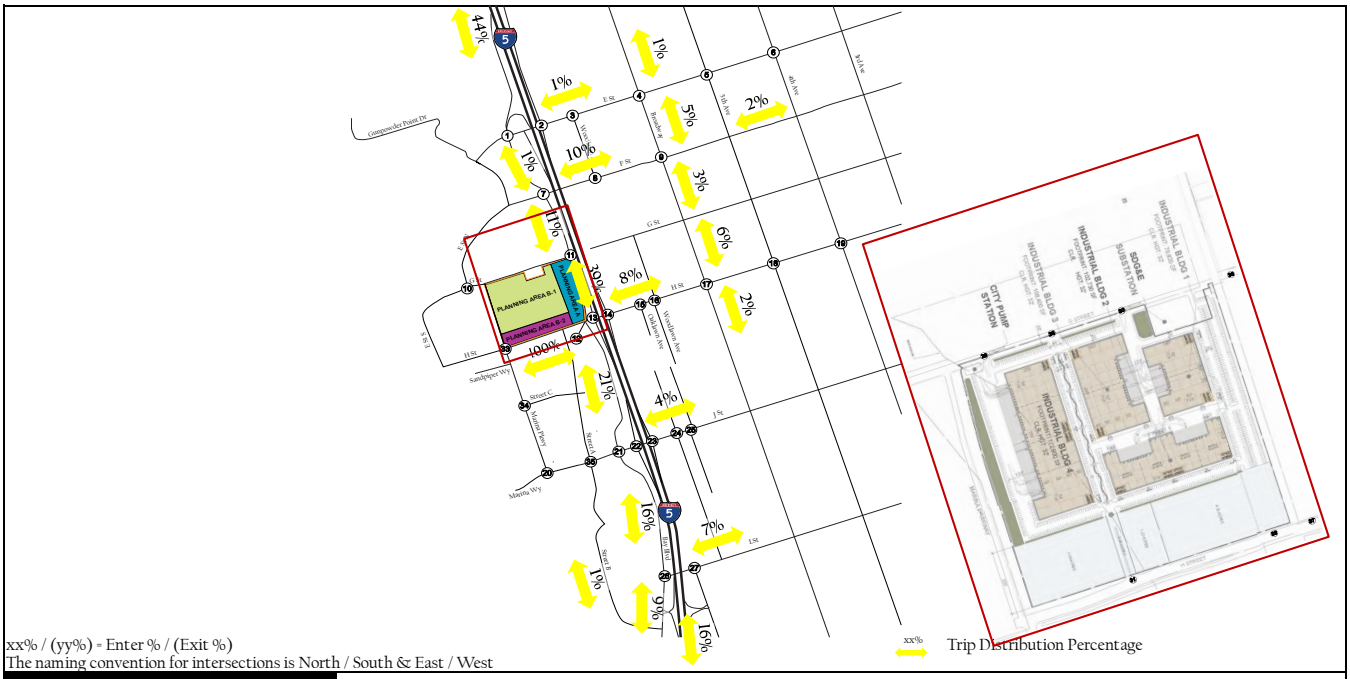
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St	PA-A Proj Dwy & G St
33	34	0% / (1%) ↖ 35 ↖ 1% / (0%)	36

MIZUTA TRAFFIC CONSULTING

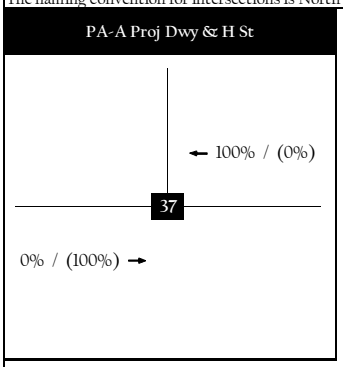
Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Distribution

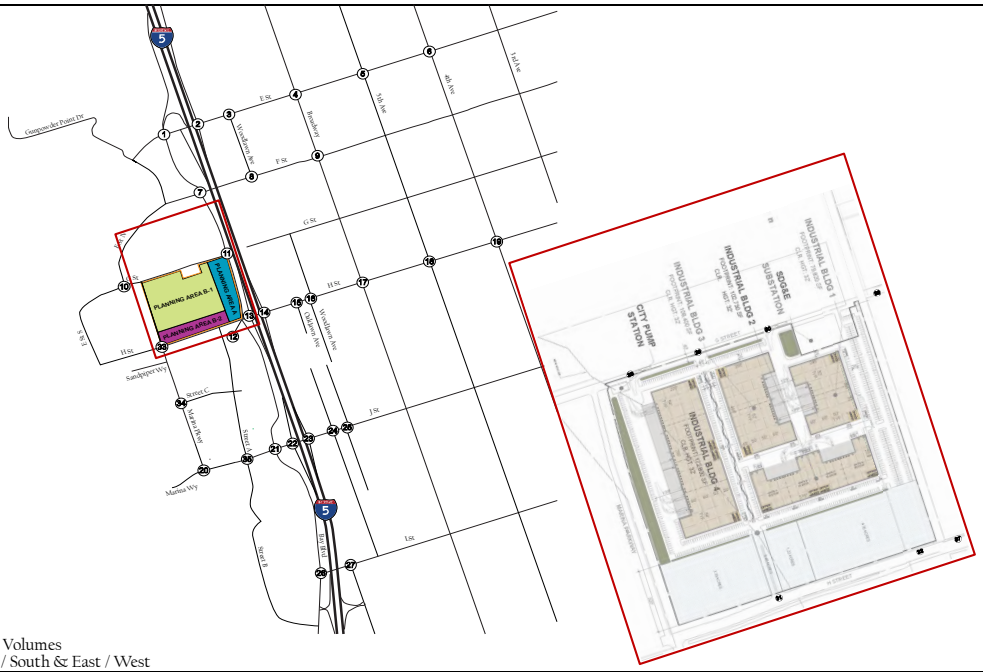
Figure 7-2b



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West



MIZUTA TRAFFIC CONSULTING	Rohr/Wohl Specific Plan **Planning Level B-2 Project Trip Distribution**	Figure 7-2c



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

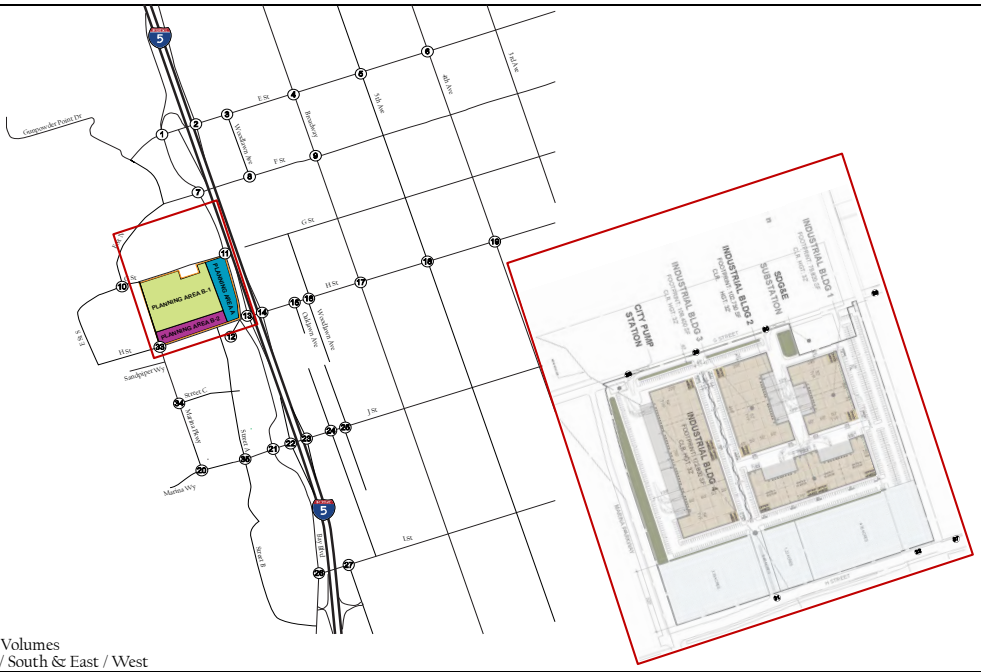
I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1: 3 / 0; 0 / 3	2: 3 / 0; 0 / 3	3: 3 / 0; 0 / 3	4: 3 / 0; 0 / 3
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5	6	7: 3 / 0; 26 / 2; 0 / 3; 5 / 26	8: 26 / 2; 5 / 26
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9: 13 / 1; 5 / 0; 2 / 13; 1 / 5; 1 / 8; 8 / 1	10	11: 40 / 10; 10 / 40	12: 173 / 14; 31 / 174; 9 / 54; 54 / 4

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Planning Level A Project Trip Assignment

Figure 7-3



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
112 / 9 ↰	← 20 / 2	← 20 / 2	← 20 / 2
← 61 / 5	20 / 113 ↰	4 / 20 →	4 / 20 →
13	14	15	16
23 / 133 →	4 / 20 →		
7 / 41 ↰	41 / 3 ↰		

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
15 / 1 ↰	18	19	20
17			
3 / 15 ↰			
5 / 0 ↰			
1 / 5 ↰			

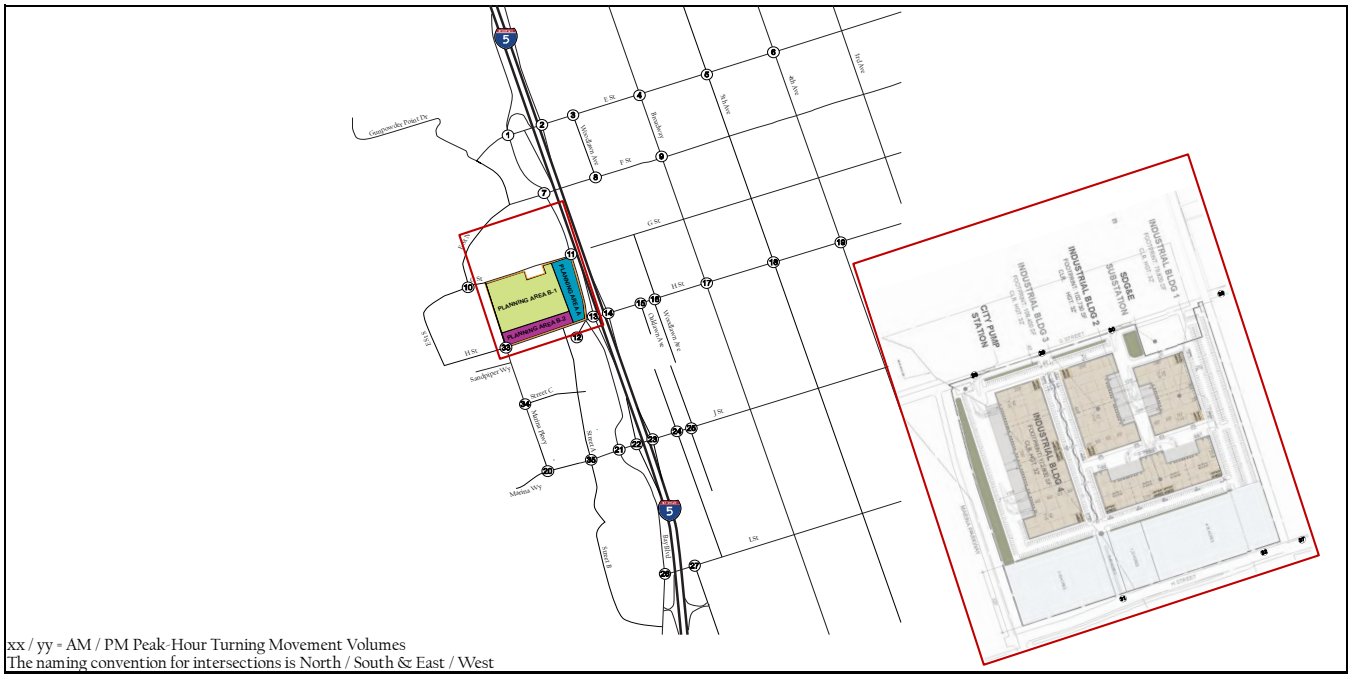
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
0 / 3 ↰	← 10 / 1	← 10 / 1	← 10 / 1
7 / 41 ↓	2 / 10 →	2 / 10 →	2 / 10 →
2 / 10 ↰	22	23	24
← 10 / 1			
21			
3 / 0 ↰			
41 / 3 ↑			

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Rohr/Wohl Specific Plan

Planning Level A Project Trip Assignment

Figure 7-3a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
10 / 1 ←	4 / 23 ←	18 / 1 ←	
25	3 / 18 ↙	27	28
2 / 10 →	18 / 1 ↖	3 / 18 →	
	26		
	23 / 2 ↑		

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	80 / 320 ←	80 / 320 ←
		31	32
		80 / 320 →	80 / 320 →

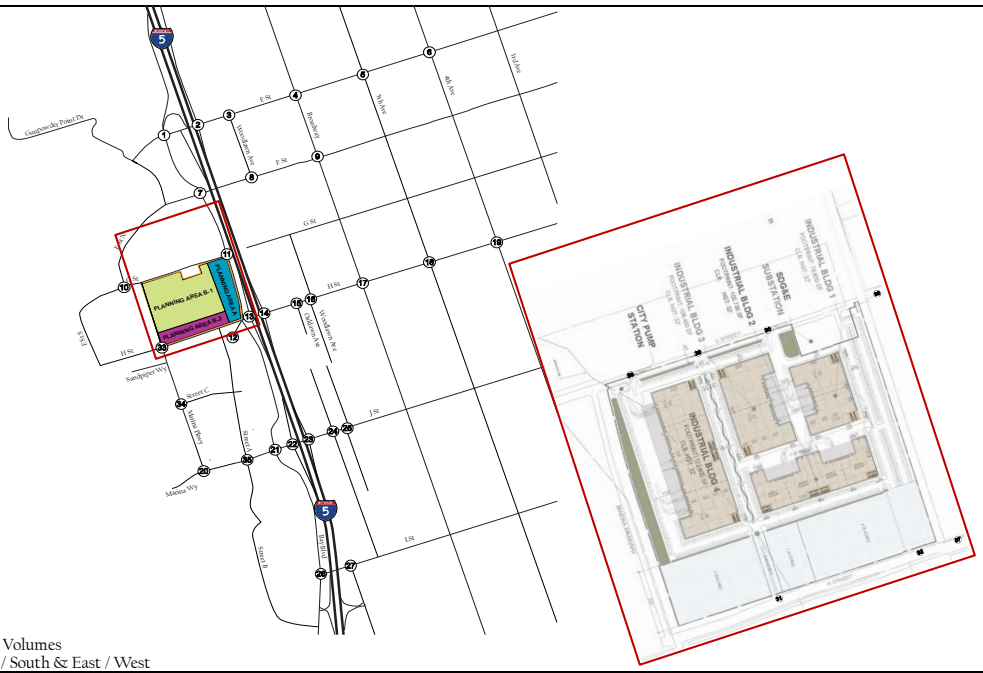
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St	PA-A Proj Dwy & G St
40 / 228 ↙	34	0 / 3 ↙	181 / 46 ↙
33		35	36
		3 / 0 ↖	45 / 180 ↖

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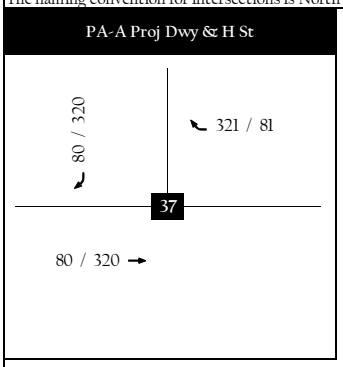
Rohr/Wohl Specific Plan

Planning Level A Project Trip Assignment

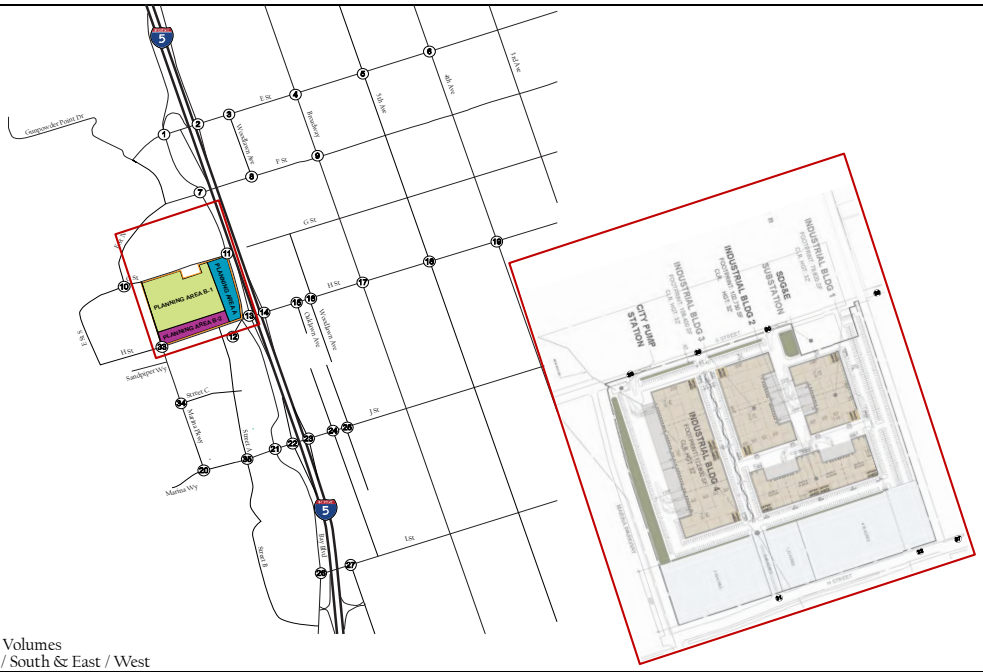
Figure 7-3b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



MIZUTA TRAFFIC CONSULTING	Rohr/Wohl Specific Plan **Planning Level A Project Trip Assignment**	Figure 7-3c



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

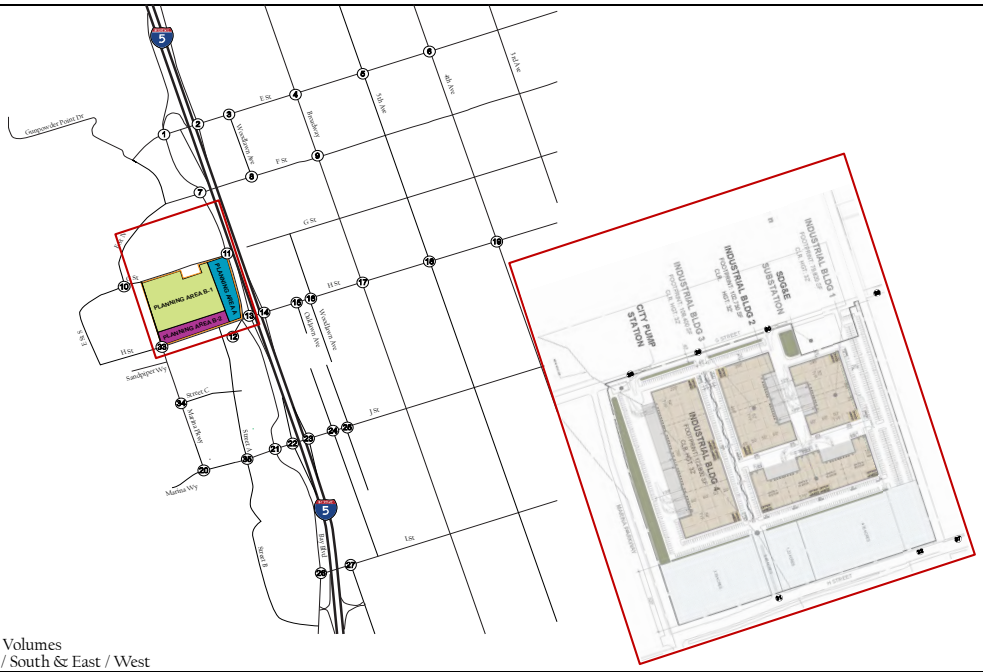
I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1: -1 / 2	2: -1 / 2	3: -1 / 2	4: -1 / 2
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5	6	7: -1 / 2; -5 / 22; 3 / 4	8: -5 / 22; 3 / 4
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9: -3 / 11; -1 / 4; 2 / 2; 1 / 1; 1 / 1; -2 / 6	10	11: 7 / 27; 5 / 16; 16 / 56; 25 / 94	12: -6 / 24; -34 / 146; 20 / 26; 6 / 8; -11 / 45

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Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Assignment

Figure 7-4



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

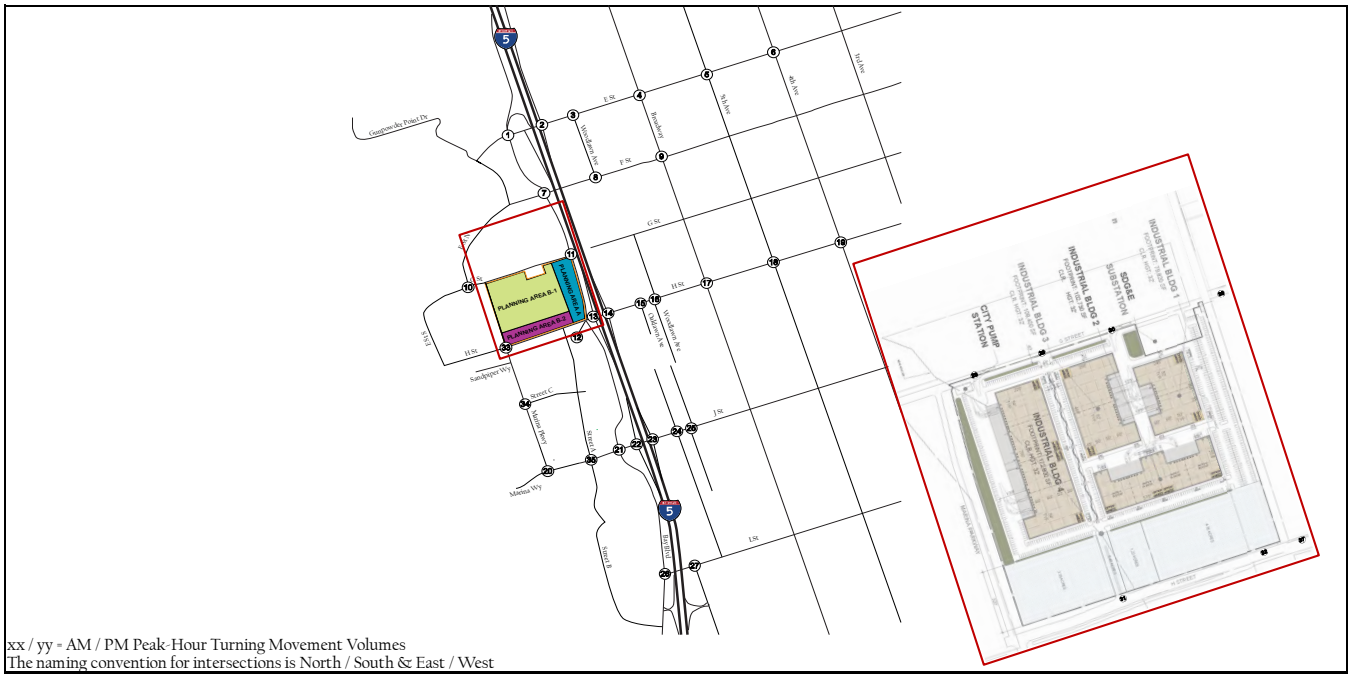
I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
13: -22 / 95; -12 / 52; 16 / 20; 5 / 6	14: -4 / 17; 13 / 17; 2 / 3; -8 / 34	15: -4 / 17; 2 / 3	16: -4 / 17; 2 / 3
Broadway & H St	**5th Ave & H St**	**4th Ave & H St**	**Marina Wy & Marina Pkwy**
17: -3 / 13; 2 / 2; 1 / 1; -1 / 4	18	19	20
Bay Blvd & J St	**I-5 SB Ramps & J St**	**I-5 NB Ramps & J St**	**Oaklawn Ave & J St**
21: 5 / 6; 1 / 2; -2 / 9; -1 / 2; -8 / 34	22: -2 / 9; 1 / 2	23: -2 / 9; 1 / 2	24: -2 / 9; 1 / 2

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Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Assignment

Figure 7-4a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
25: ← 2 / 9; → 1 / 2	26: ← 3 / 3; → 2 / 3; ↰ 4 / 15; ↑ 5 / 19	27: ← 4 / 15; → 2 / 3	28: ↰ 1 / 4

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29: → 1 / 4; ↰ 2 / 6	30: → 3 / 10; ↰ 2 / 6	31: ↓ 42 / 144; ↰ 64 / 242	32: ← 64 / 242; → 42 / 144

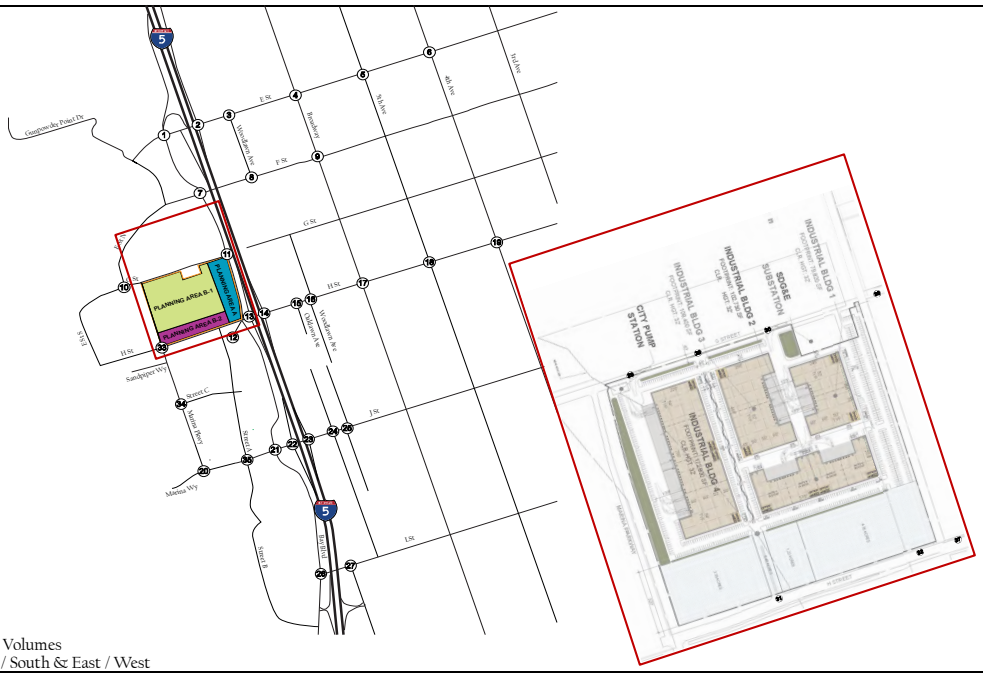
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St	PA-A Proj Dwy & G St
33	34	35: ↰ 1 / 2	36

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Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Assignment

Figure 7-4b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

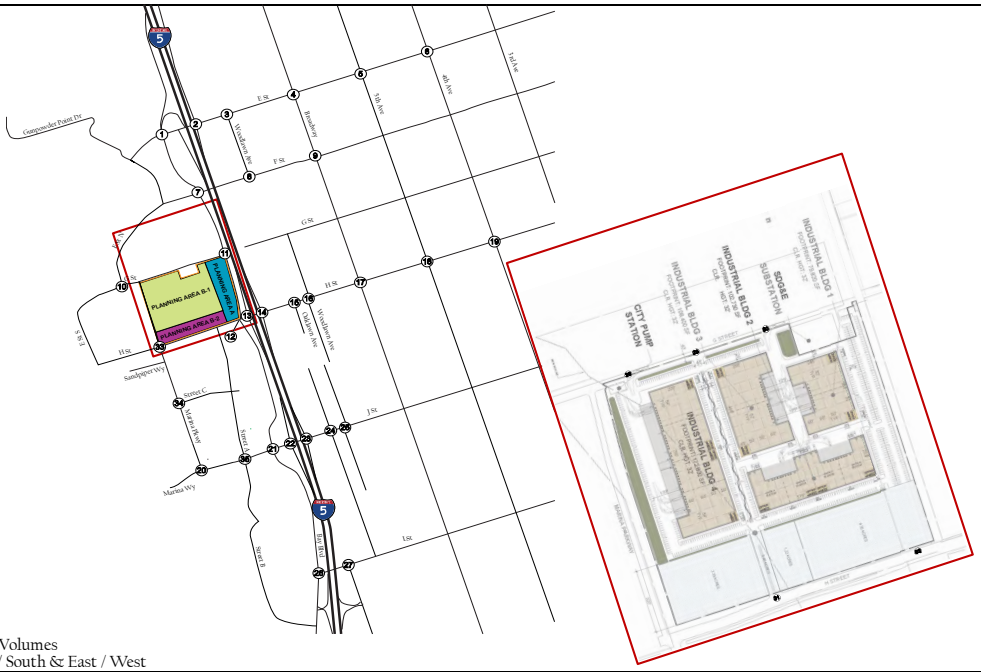
PA-A Proj Dwy & H St

64 / 242

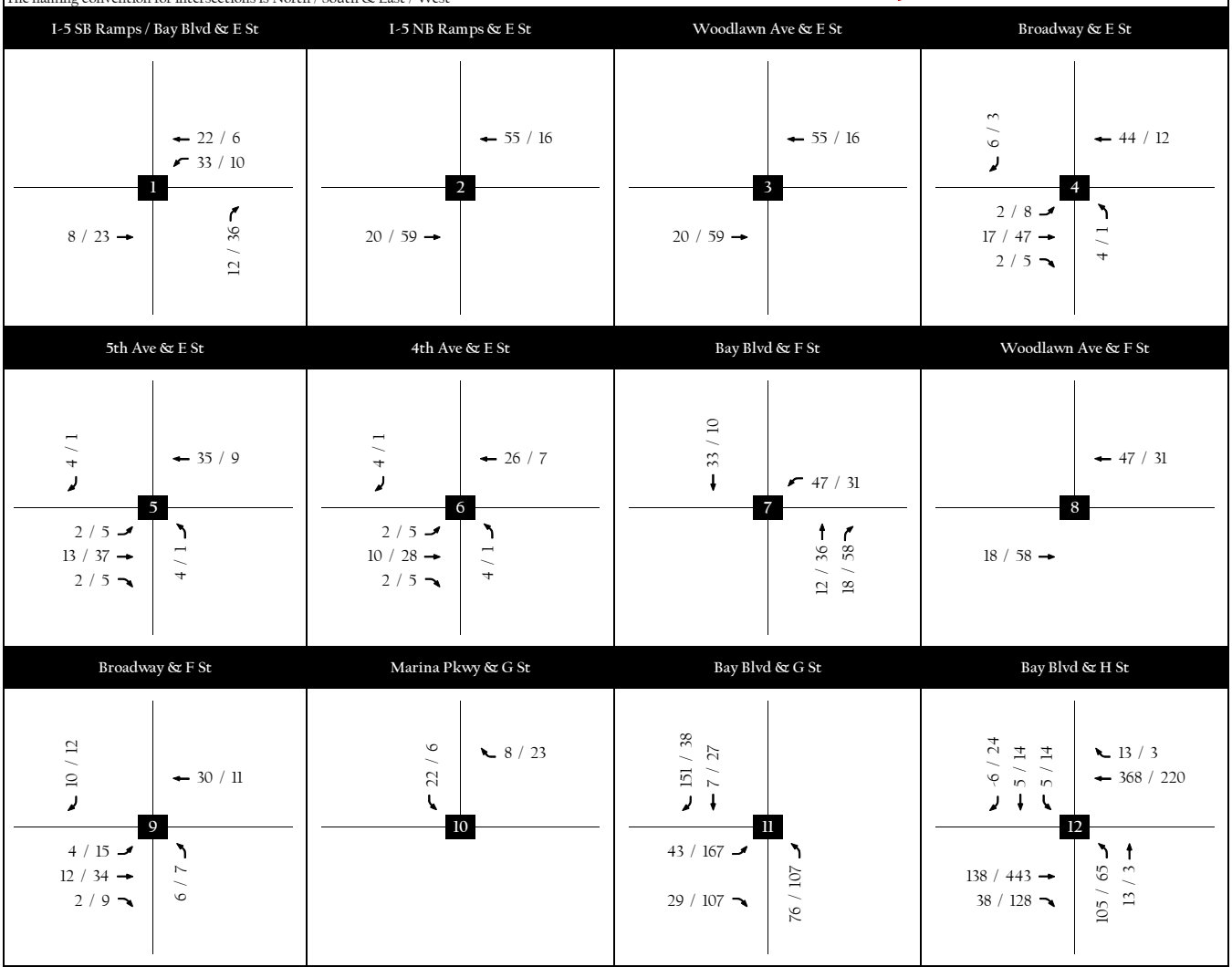
37

42 / 144

MIZUTA TRAFFIC CONSULTING	Rohr/Wohl Specific Plan **Planning Level B-2 Project Trip Assignment**	Figure 7-4c



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

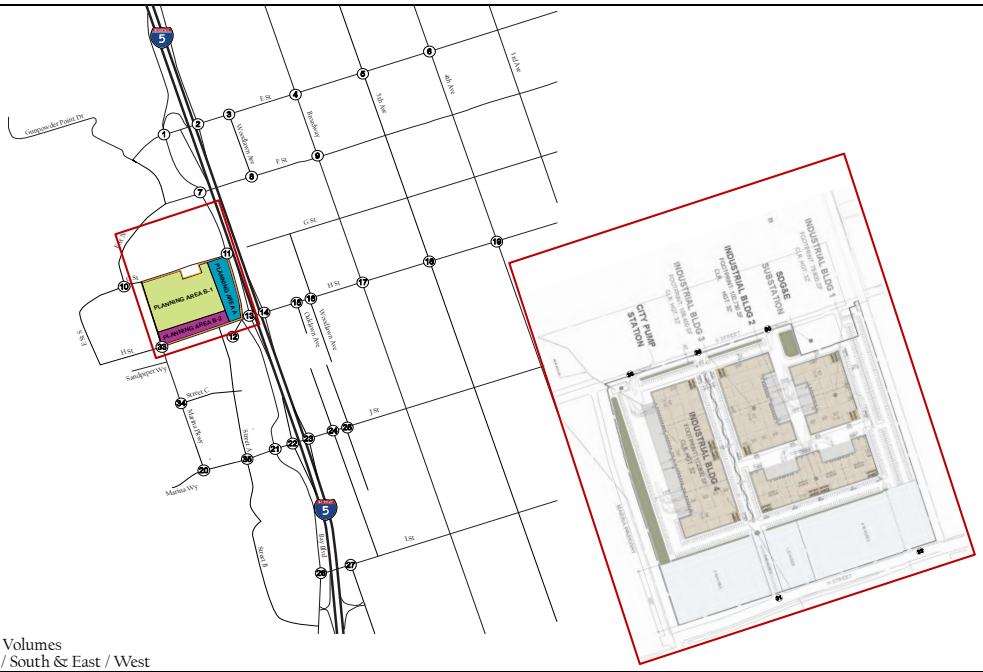


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Rohr/Wohl Specific Plan

Total Project Trip Assignment

Figure 7-5



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
205 / 134 ↓	← 78 / 35	← 78 / 35	← 78 / 35
← 177 / 91	13	15	16
13	76 / 252 ↓	29 / 89 →	29 / 89 →
106 / 340 →	29 / 89 →		
37 / 117 ↓	99 / 54 ↓		

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
25 / 17 ↓	← 13 / 3	← 13 / 3	47 / 17 ↓
← 13 / 3	18	19	↓ 44 / 12
17	5 / 14 →	5 / 14 →	20
10 / 31 ↓			
5 / 14 →			
15 / 43 ↓			
39 / 13 ↓			

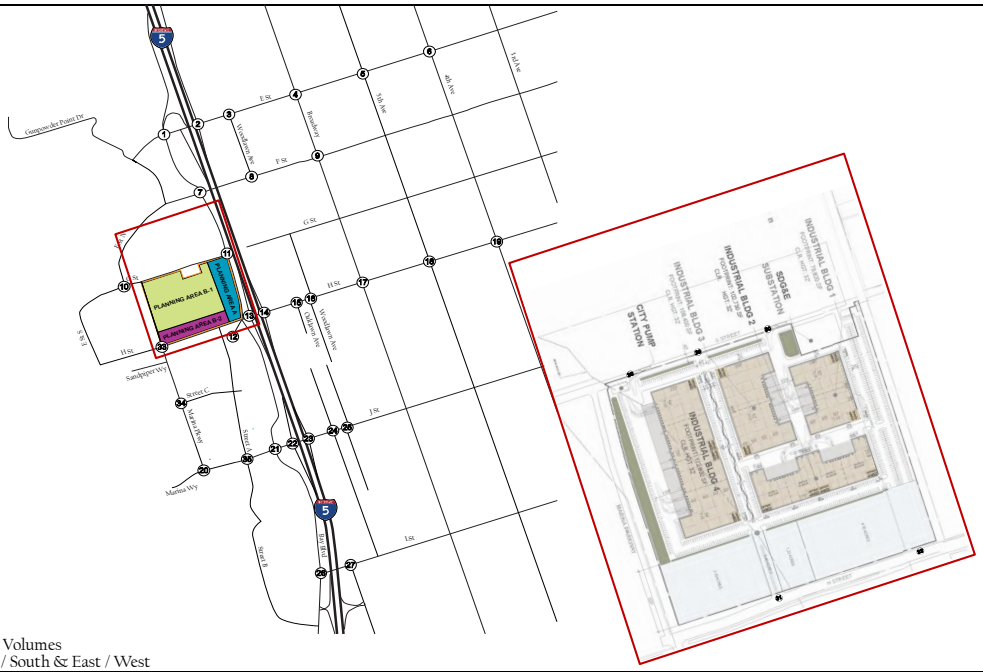
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
0 / 3 ↓	← 52 / 22	← 43 / 19	← 43 / 19
32 / 103 ↓	22	23	24
11 / 35 ↓	16 / 49 →	16 / 49 →	16 / 49 →
← 30 / 16	3 / 9 ↓	9 / 2 ↓	
← 22 / 6			
21			
2 / 2 ↓			
8 / 23 →			
8 / 23 ↓			
22 / 6 ↓			
86 / 51 ↑			

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Rohr/Wohl Specific Plan

Total Project Trip Assignment

Figure 7-5a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
43 / 19 → 25 ← 16 / 49	14 / 45 ↓ 27 / 82 → 26 ← 71 / 31, 36 / 26 ↑	49 / 25 ← 27 → 18 / 58, 8 / 23, 22 / 6	21 / 85 ← 51 / 13 ↙ 28 → 85 / 21, 43 / 11, 11 / 43, 14 / 55

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
113 / 69 ← 51 / 13 ↙ 29 → 69 / 117, 43 / 11, 11 / 43, 15 / 57	102 / 26 ← 60 / 15 ↙ 30 → 28 / 112, 43 / 11, 11 / 43, 17 / 66	11 / 43, 135 / 519, 439 / 336 ← 127 / 507 ← 31 → 43 / 11, 127 / 507	47 / 187, 188 / 47 ← 519 / 656 ← 32 → 169 / 651

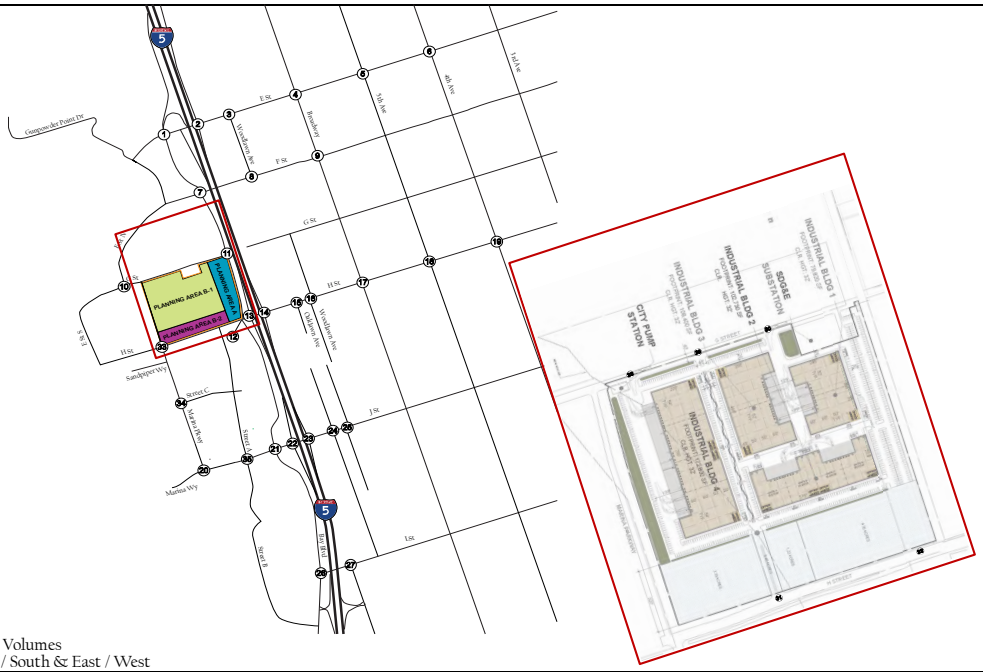
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St	PA-A Proj Dwy & G St
8 / 23 ↓ 33 ← 48 / 251, 22 / 6, 22 / 6 ↑	34	44 / 12 ← 0 / 3 ← 35 → 17 / 47, 2 / 2	162 / 40 ← 181 / 46 ← 36 → 40 / 162, 45 / 180

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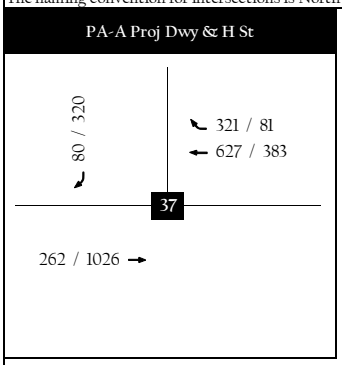
Rohr/Wohl Specific Plan

Total Project Trip Assignment

Figure 7-5b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



Rohr/Wohl Specific Plan

Total Project Trip Assignment

Figure 7-5c

8 EXISTING PLUS TOTAL PROJECT TRAFFIC CONDITIONS

This section summarizes the operations at the study area intersections with the Total Project traffic (Project-Level and Programmatic-Level) added to the existing street network.

In order to provide more flexibility for the development within Planning Areas A and B-2 or the potential to accommodate at least a partial development of Planning Areas A and B-2 before the completion of the Year 2050 roadway network, an Existing Plus Total Project (Planning Areas B-1 Plus Planning Areas A & B-2) would be evaluated. This analysis would identify the level of development in Planning Areas A and B-2 that can be accommodated by the existing transportation network and identify any improvements that may be required to support this development. It should be noted that this analysis does not assume any development or improvements by others (i.e., Gaylord Hotel) and that the development of Planning Area B-1 will precede the other two planning areas.

For the purposes of this analysis, the following three scenarios would be evaluated in addition to the Total Project. These scenarios would be considered trip budgets since there are a wide range of land use possibilities for the development of Planning Area B-2 and the various thresholds would allow the flexibility of development.

- Scenario 1: 85 percent of Total Project
- Scenario 2: 70 percent of Total Project
- Scenario 3: 55 percent of Total Project

Table 8-1 summarizes the trip generation of each scenario associated with the respective trip reduction. The various Total Net Project scenarios with the respective percent reduction is the sum of the Net Project-Level Analysis and the Net Programmatic-Level Analysis multiplied by the respective percent reduction.

Table 8-1
Total Net Project Trip Generation Budget Summary

Development Scenario	ADT	AM PEAK			PM PEAK		
		In	Out	Total	In	Out	Total
Net Project-Level Analysis (PA B-1)[1]	6,096	441	167	608	116	468	584
Net Programmatic-Level Analysis (PA A & B-2)[1]	6,762	205	75	280	236	294	530
Total Net Project[2]	12,858	646	242	888	352	762	1,114
Scenario 1 Total Net Project (85%)[3]	11,844	615	231	846	317	718	1,035
Scenario 2 Total Net Project (70%)[3]	10,829	585	220	805	281	674	955
Scenario 3 Total Net Project (55%)[3]	9,815	554	208	762	246	630	876

Notes:
1. The trip generation was referenced from Table 4-1 and include PCE's.
2. The Total Net Project is the sum of the Net Project-Level Analysis + Net Programmatic-Level Analysis.
3. The various Total Net Project scenarios with the respective percent reduction is the sum of the Net Project-Level Analysis + the Net Programmatic-Level Analysis multiplied by the respective percent reduction.

As shown in the table, the Total Project is forecasted to generate a total of 12,858 daily trips with 888 AM peak-hour trips and 1.114 PM peak-hour trips. Scenario 1 would result in a total of 11,844 daily trips with 846 AM peak-hour trips and 1,035 PM peak-hour trips. Scenario 2 would result in a total of 10,829 daily

trips with 805 AM peak-hour trips and 955 PM peak-hour trips. Scenario 3 would result in a total of 9,815 daily trips with 762 AM peak-hour trips and 876 PM peak-hour trips.

8.1 Roadway Network

The lane configuration and traffic controls for the Existing Plus Total Project conditions are consistent with the Existing Plus Project Conditions as shown in Figure 5-1 with the following exceptions:

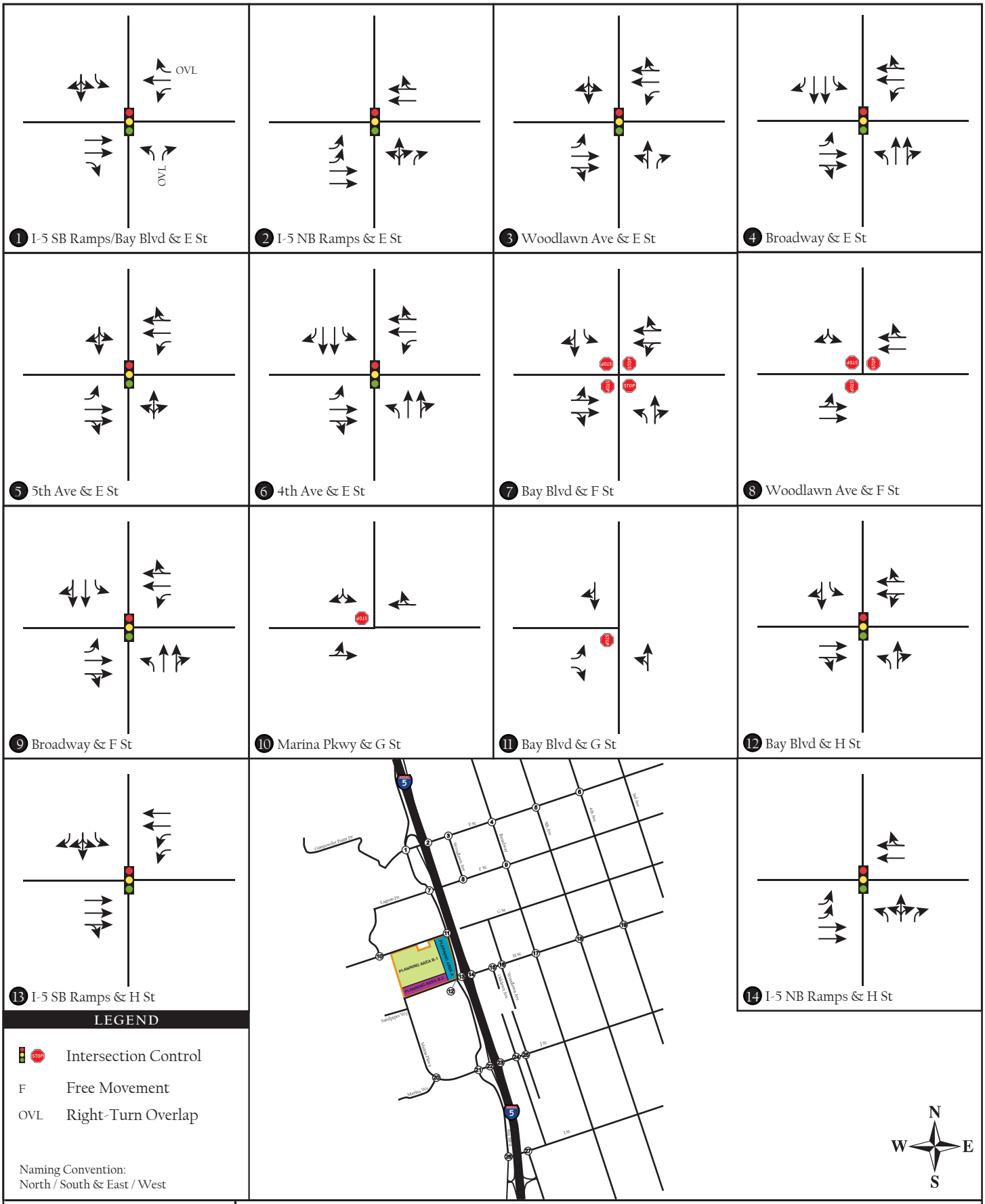
- Planning Area A Project Driveway & G Street (Int #36): Construct south leg and stop controlled. Associated with Project.
- Planning Area A Project Driveway & H Street (Int #37): Construct north leg, stop controlled, and restricted to right-in, right-out movements only. Associated with Project.

Figure 8-1 illustrates the intersection geometrics at the study area intersections and includes the project driveways.

8.2 Traffic Volumes

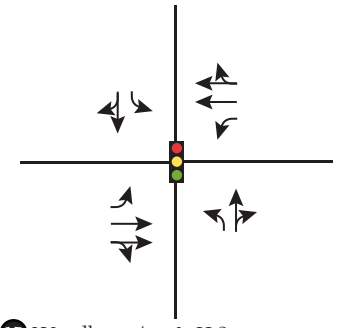
The Existing Plus Total Project traffic volumes along with the three scenarios were determined by adding the Total Project traffic volumes to the existing traffic volumes.

Figures 8-2 to **8-5** illustrate the Existing Plus Total Project, Scenario 1, Scenario 2, and Scenario 3 traffic volumes, respectively.

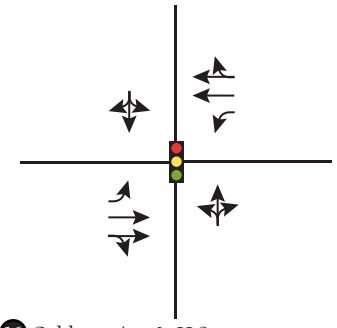


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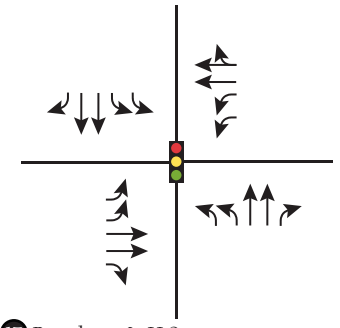
Figure 8-1
Existing Plus Total Project Intersection Geometrics



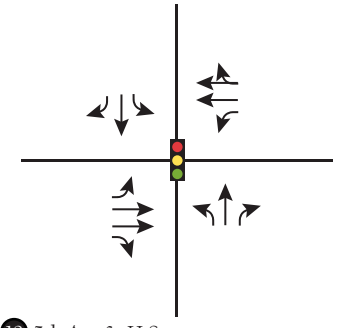
15 Woodlawn Ave & H St



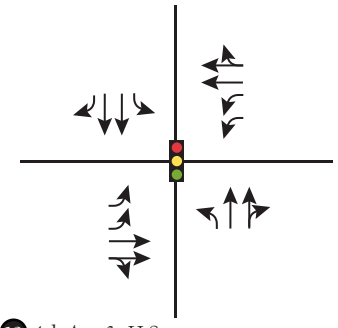
16 Oaklawn Ave & H St



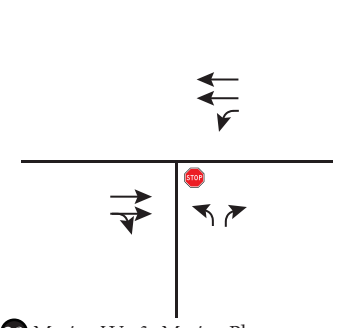
17 Broadway & H St



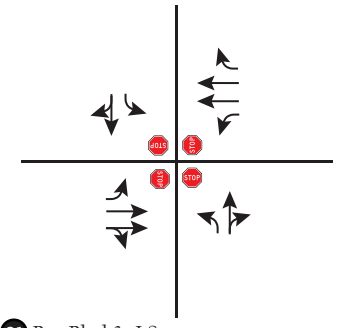
18 5th Ave & H St



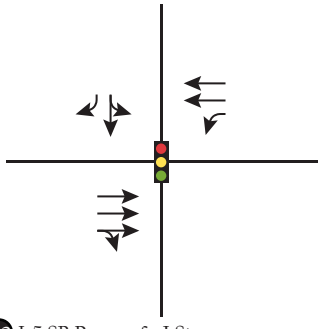
19 4th Ave & H St



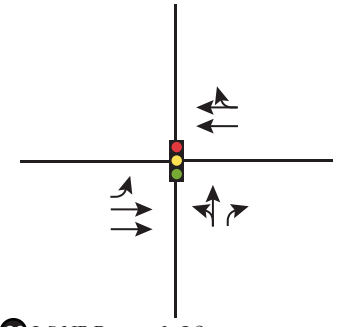
20 Marina Wy & Marina Pkwy



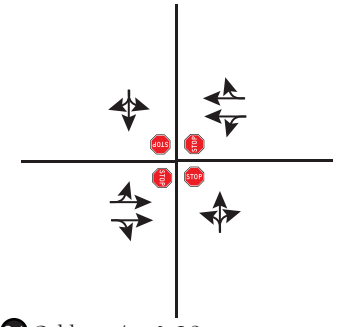
21 Bay Blvd & J St



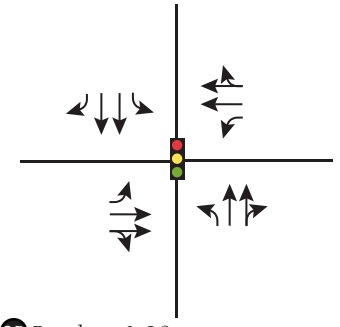
22 I-5 SB Ramps & J St



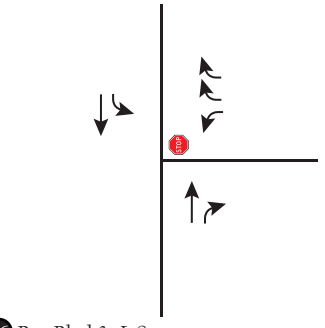
23 I-5 NB Ramps & J St



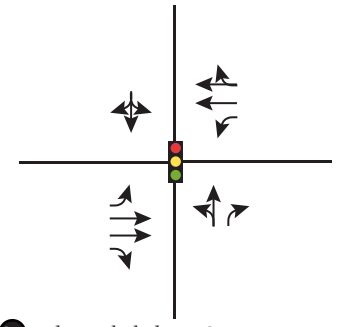
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



27 Industrial Blvd & L St

LEGEND

Intersection Control

F Free Movement

OVL Right-Turn Overlap

Naming Convention:
North / South & East / West

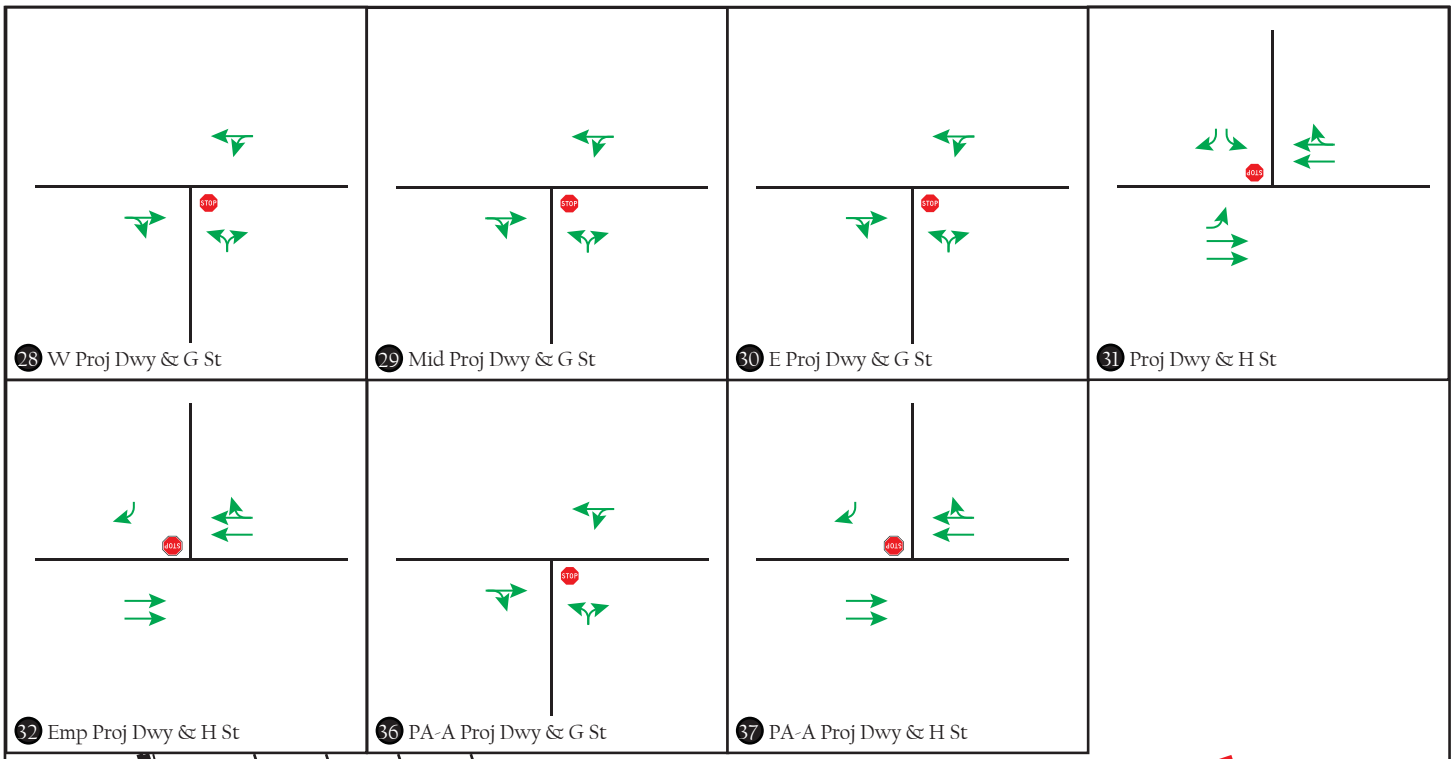


N
W E
S

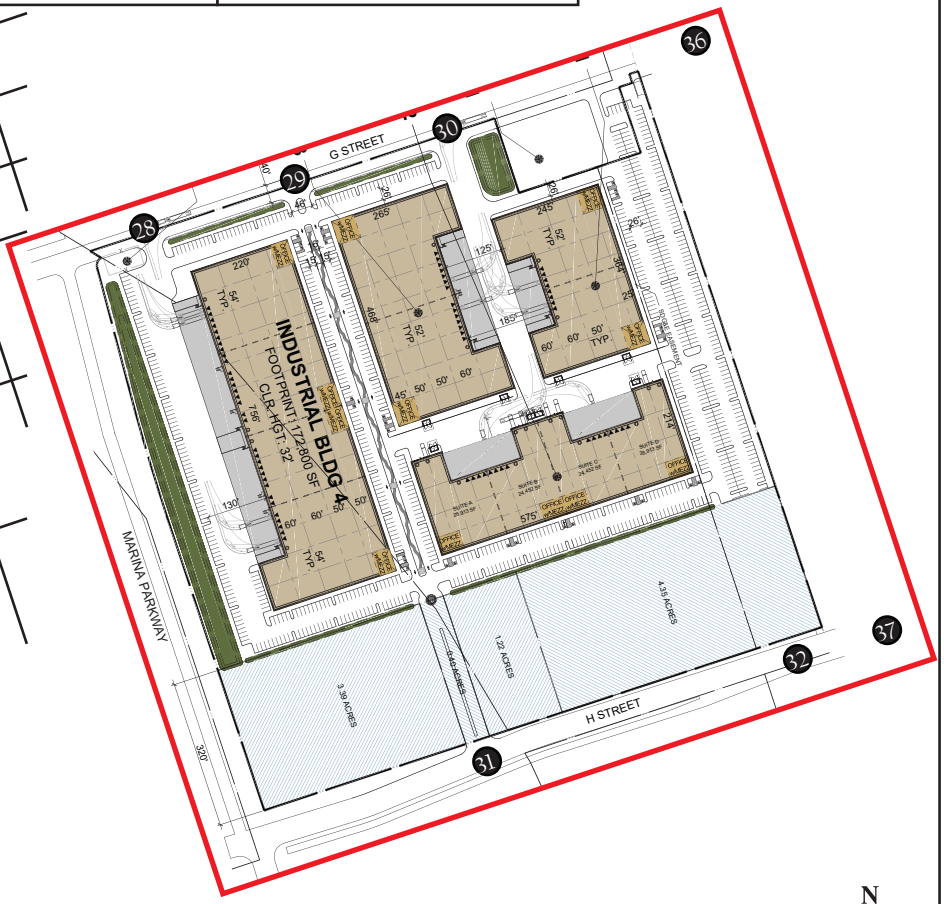
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Figure 8-1a
Existing Plus Total Project Intersection Geometrics







LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap

Improvements are shown in green.

Naming Convention:
North / South & East / West

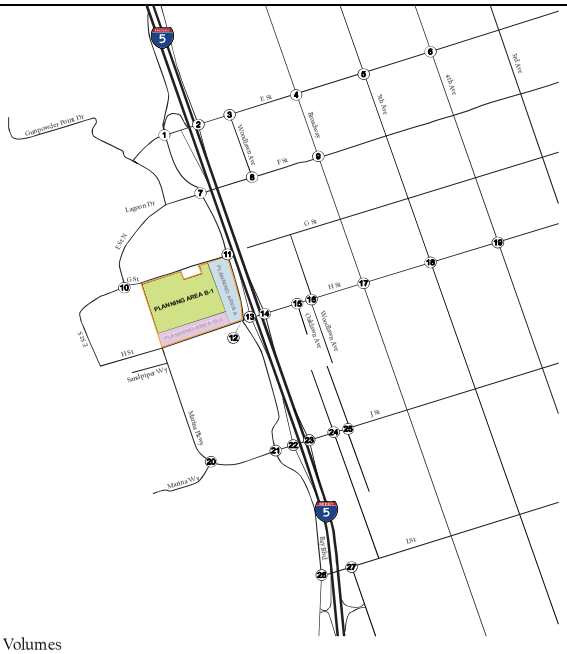
Note: Intersections #33 to #35 do not exist under this scenario.

N
W E
S

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Figure 8-1b
Existing Plus Total Project Intersection Geometrics



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

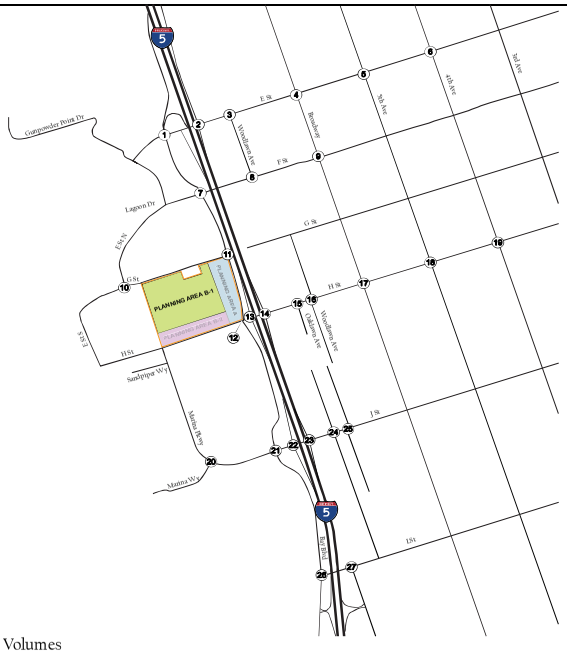
I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
25 / 13 370 / 582 278 / 795 40 / 26 64 / 46 1 16 / 70 5 / 16 4 / 11 184 / 358	568 / 403 384 / 425 2 150 / 313 322 / 737 12 / 15 365 / 3 459 / 346	8 / 7 6 / 8 15 / 12 7 / 18 720 / 693 64 / 48 3 9 / 15 663 / 966 41 / 86 139 / 103 4 / 2 41 / 31	240 / 279 318 / 423 54 / 60 89 / 88 439 / 327 53 / 74 4 246 / 263 370 / 480 84 / 249 143 / 146 529 / 375 47 / 65
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
76 / 51 62 / 81 17 / 11 113 / 49 439 / 434 20 / 34 5 75 / 38 357 / 530 32 / 40 38 / 22 93 / 81 29 / 39	76 / 73 608 / 597 142 / 124 76 / 118 410 / 358 120 / 108 6 80 / 89 270 / 426 69 / 92 125 / 109 691 / 585 64 / 81	206 / 10 72 / 294 149 / 301 72 / 81 18 / 5 110 / 114 7 9 / 187 8 / 28 9 / 32 26 / 6 92 / 60 68 / 92	22 / 19 85 / 102 95 / 114 188 / 176 8 28 / 31 207 / 402
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
57 / 57 377 / 567 23 / 40 41 / 34 143 / 167 53 / 83 9 52 / 64 135 / 189 138 / 199 43 / 96 571 / 463 63 / 86	n/a	151 / 38 117 / 444 11 44 / 167 29 / 107 77 / 107 152 / 62	22 / 64 51 / 238 40 / 170 80 / 20 429 / 271 32 / 18 12 176 / 601 40 / 132 106 / 66 85 / 28 21 / 32

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Existing Plus Total Project Traffic Volumes

Figure 8-2



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
256 / 169 ↙ 3 / 1 ↓ 295 / 376 ↘	↖ 325 / 451 ← 380 / 432	131 / 128 ↙ 7 / 8 ↓ 66 / 68 ↘	35 / 30 ↙ 19 / 5 ↓ 21 / 23 ↘
← 287 / 142 ↖ 257 / 367		↖ 60 / 48 ← 555 / 805 ↗ 17 / 19	↖ 33 / 47 ← 528 / 733 ↗ 6 / 12
13	**14**	**15**	**16**
167 / 561 → 70 / 247 ↙	111 / 387 ↙ 351 / 556 →	65 / 90 ↙ 669 / 741 → 4 / 11 ↙	19 / 31 ↙ 710 / 793 → 18 / 28 ↙
	↘ 166 / 69 ↑ 28 / 1 ↗ 391 / 366	↘ 22 / 23 ↑ 7 / 4 ↗ 12 / 21	↘ 20 / 10 ↑ 12 / 3 ↗ 21 / 13

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
104 / 126 ↙ 432 / 562 ↓ 79 / 131 ↘	75 / 86 ↙ 39 / 47 ↓ 116 / 106 ↘	123 / 174 ↙ 590 / 680 ↓ 129 / 135 ↘	↖ 75 / 57 ↗ 45 / 72
↖ 98 / 80 ← 337 / 519 ↗ 145 / 223	↖ 124 / 62 ← 573 / 709 ↗ 16 / 94	↖ 126 / 139 ← 503 / 621 ↗ 78 / 97	
17	**18**	**19**	**20**
134 / 150 ↙ 442 / 436 → 101 / 228 ↙	77 / 39 ↙ 541 / 543 → 11 / 43 ↙	164 / 136 ↙ 411 / 545 → 87 / 109 ↙	53 / 145 → 10 / 16 ↙
↘ 154 / 232 ↑ 524 / 453 ↗ 157 / 164	↘ 20 / 60 ↑ 39 / 35 ↗ 26 / 107	↘ 132 / 102 ↑ 662 / 440 ↗ 53 / 62	↘ 4 / 13 ↗ 37 / 35

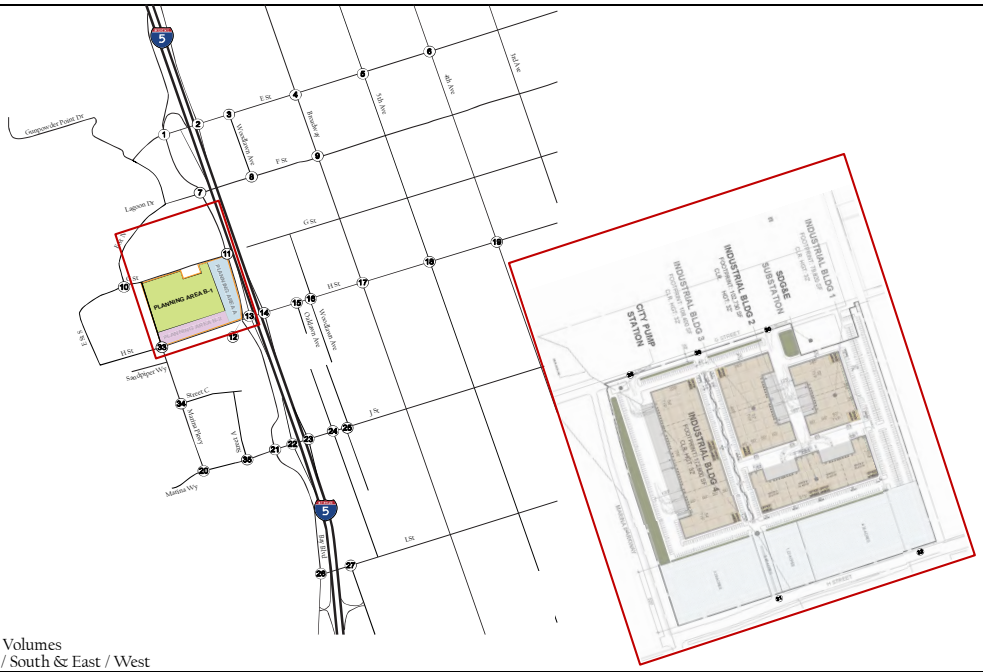
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
7 / 17 ↙ 94 / 260 ↓ 21 / 153 ↘	221 / 63 ↙ 0 / 2 ↓ 316 / 487 ↘	↖ 447 / 360 ← 458 / 370	30 / 43 ↙ 14 / 10 ↓ 18 / 9 ↘
↖ 67 / 44 ← 118 / 129 ↗ 362 / 70	← 336 / 166 ↗ 222 / 274		↖ 7 / 15 ← 557 / 550 ↗ 11 / 20
21	**22**	**23**	**24**
6 / 11 ↙ 82 / 210 → 23 / 56 ↙	372 / 356 → 38 / 130 ↙	101 / 130 ↙ 547 / 707 →	42 / 29 ↙ 595 / 712 → 14 / 34 ↙
↘ 43 / 27 ↑ 168 / 81 ↗ 288 / 101		↘ 111 / 66 ↑ 3 / 2 ↗ 351 / 245	↘ 118 / 46 ↑ 23 / 6 ↗ 9 / 14

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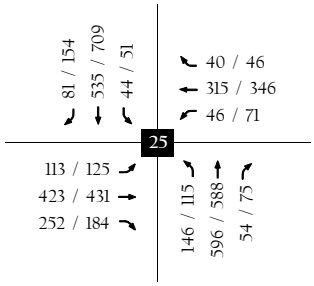
Existing Plus Total Project Traffic Volumes

Figure 8-2a

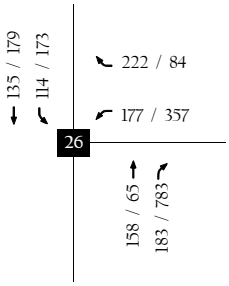


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

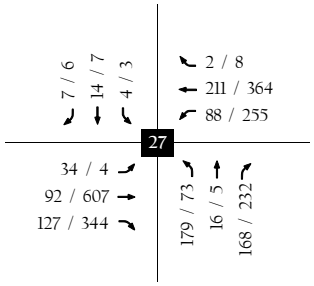
Broadway & J St



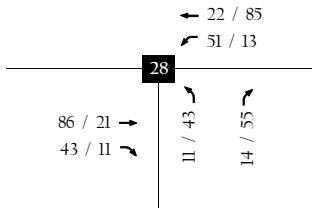
Bay Blvd & L St



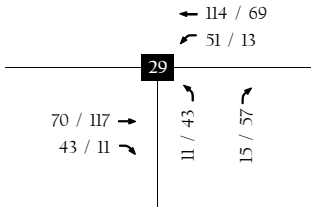
Industrial Blvd & L St



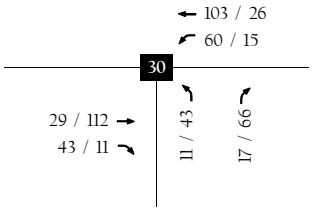
W Proj Dwy & G St



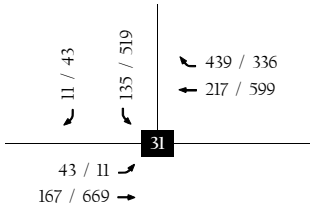
Mid Proj Dwy & G St



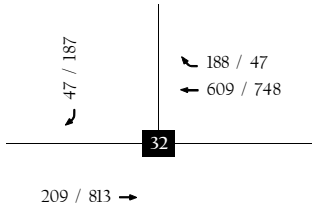
E Proj Dwy & G St



Proj Dwy & H St



Emp Proj Dwy & H St



Marina Pkwy & H St

Does not exist

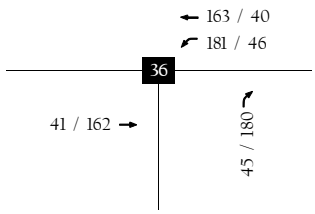
Marina Pkwy & Street C

Does not exist

Street A & J St

Does not exist

PA-A Proj Dwy & G St

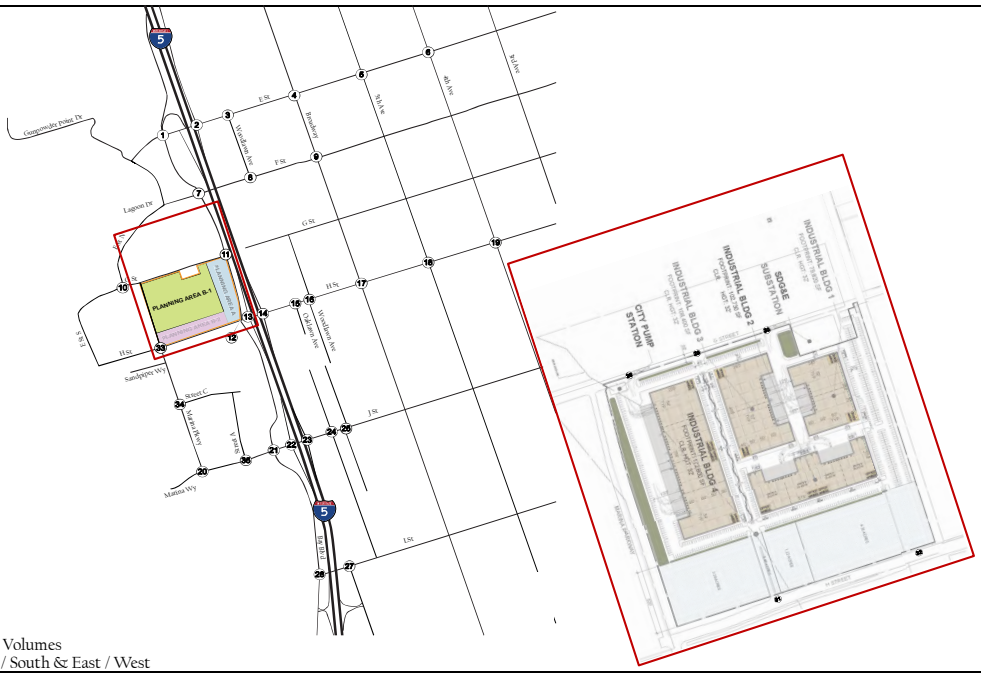


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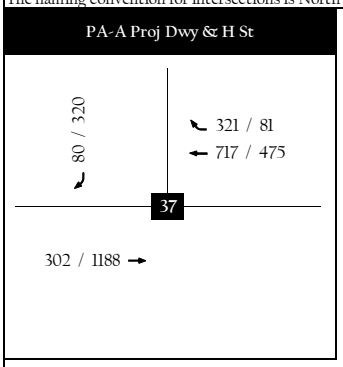
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Existing Plus Total Project Traffic Volumes

Figure 8-2b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

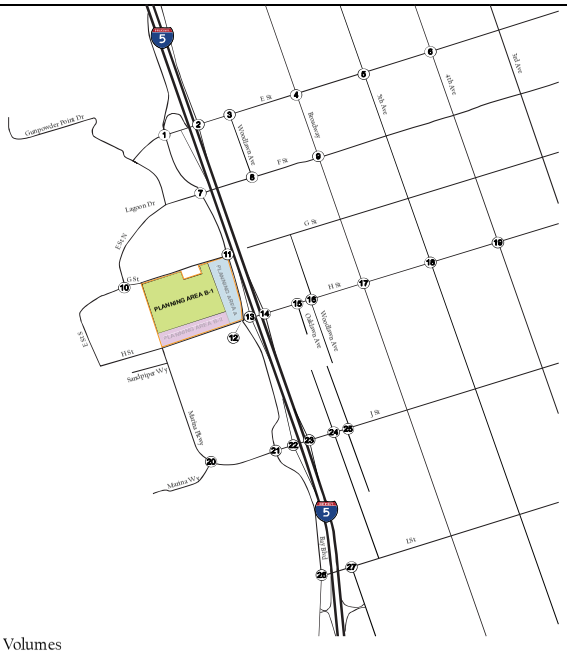


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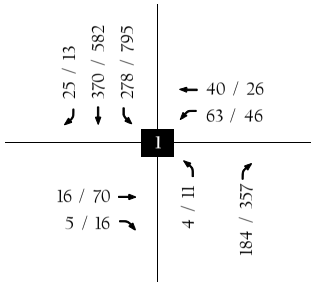
Existing Plus Total Project Traffic Volumes

Figure 8-2c

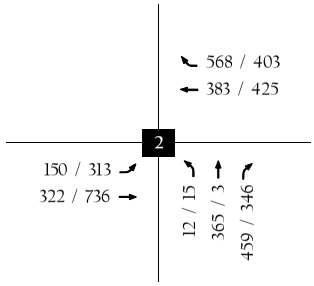


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

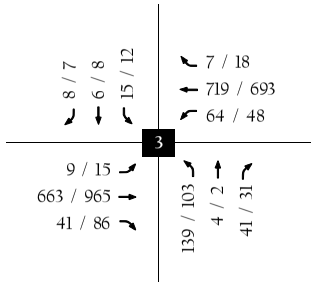
I-5 SB Ramps / Bay Blvd & E St



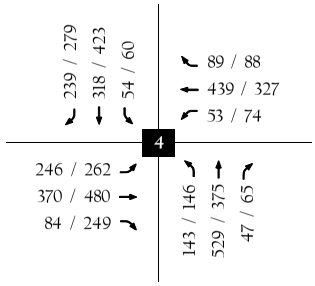
I-5 NB Ramps & E St



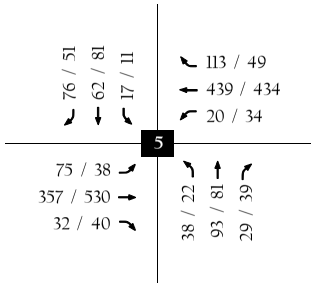
Woodlawn Ave & E St



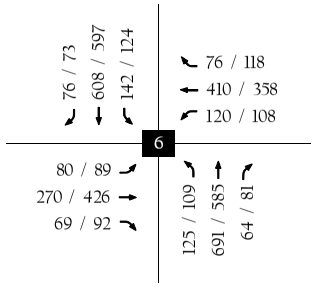
Broadway & E St



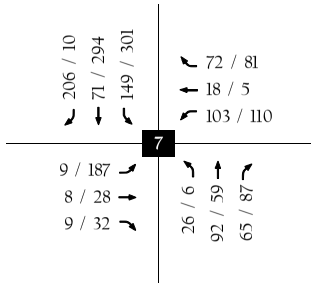
5th Ave & E St



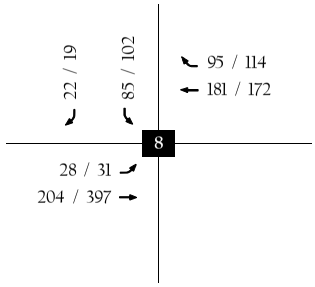
4th Ave & E St



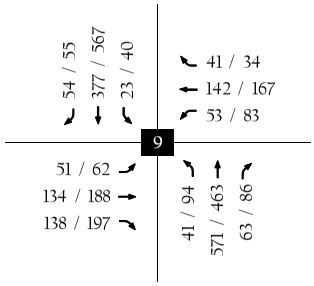
Bay Blvd & F St



Woodlawn Ave & F St



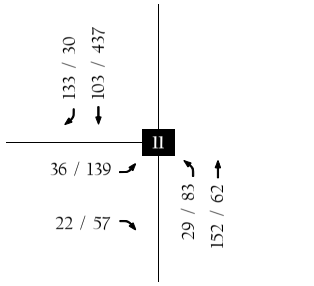
Broadway & F St



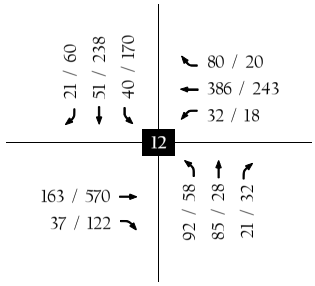
Marina Pkwy & G St

n/a

Bay Blvd & G St



Bay Blvd & H St



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Rohr/Wohl Specific Plan

Existing Plus Scenario 1 Total Project Traffic Volumes

Figure 8-3



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
228 / 151		131 / 128	35 / 30
3 / 1		7 / 8	19 / 5
295 / 376	325 / 451	66 / 68	21 / 23
← 272 / 132	← 375 / 428	60 / 48 ←	33 / 47 ←
257 / 367 ↖		550 / 801 ←	523 / 729 ←
13	**14**	17 / 19 ↖	6 / 12 ↖
157 / 537 →	103 / 367 →	**15**	**16**
67 / 240 ↘	350 / 553 →	65 / 90 ↙	19 / 31 ↙
	155 / 63 ↖	668 / 738 →	709 / 790 →
	28 / 1 ↑	4 / 11 ↘	18 / 28 ↘
	391 / 366 ↗	22 / 23 ↖	20 / 10 ↖
		7 / 4 ↑	12 / 3 ↑
		12 / 21 ↗	21 / 13 ↗

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
100 / 124	75 / 86	123 / 174	
432 / 562	39 / 47	590 / 680	
79 / 131	116 / 106	129 / 135	75 / 57 ←
98 / 80 ←	124 / 62 ←	126 / 139 ←	45 / 72 ↖
337 / 519 ←	573 / 709 ←	503 / 621 ←	**20**
145 / 223 ↖	16 / 94 ↖	78 / 97 ↖	53 / 145 →
17	**18**	**19**	10 / 16 ↘
132 / 148 ↙	77 / 39 ↙	164 / 136 ↙	4 / 13 ↖
442 / 436 →	541 / 543 →	411 / 545 →	37 / 35 ↗
100 / 227 ↘	11 / 43 ↘	87 / 109 ↘	
153 / 232 ↖	20 / 60 ↖	132 / 102 ↖	
524 / 453 ↑	39 / 35 ↑	662 / 440 ↑	
157 / 164 ↗	26 / 107 ↗	53 / 62 ↗	

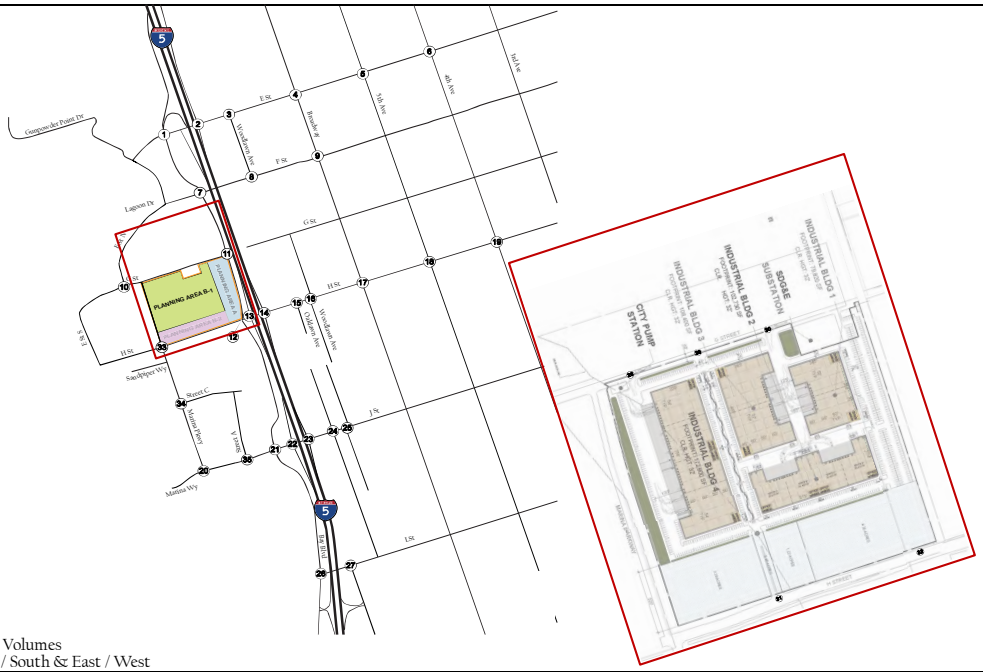
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
7 / 16	221 / 63		30 / 43
91 / 253	0 / 2		14 / 10
20 / 151	316 / 487	447 / 360 ←	18 / 9
65 / 42 ←	← 334 / 164	456 / 368 ←	7 / 15 ←
118 / 129 ←	222 / 274 ↖	↖	555 / 548 ←
362 / 70 ↖	**22**	**23**	11 / 20 ↖
21	371 / 354 →	101 / 130 ↙	**24**
5 / 11 ↙	38 / 130 ↘	546 / 705 →	42 / 29 ↙
82 / 210 →		111 / 66 ↖	594 / 710 →
23 / 56 ↘		3 / 2 ↑	14 / 34 ↘
43 / 27 ↖		351 / 245 ↗	118 / 46 ↖
157 / 75 ↑			23 / 6 ↑
288 / 101 ↗			9 / 14 ↗

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

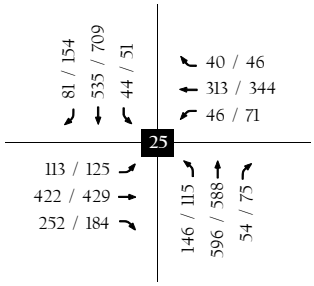
Existing Plus Scenario 1 Total Project Traffic Volumes

Figure 8-3a

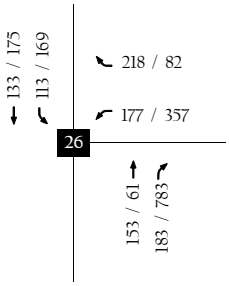


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

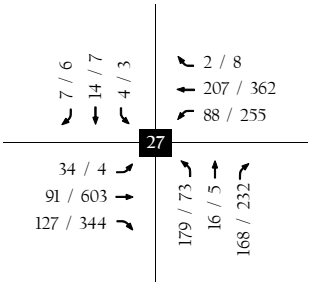
Broadway & J St



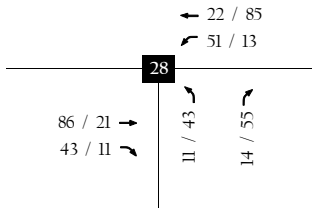
Bay Blvd & L St



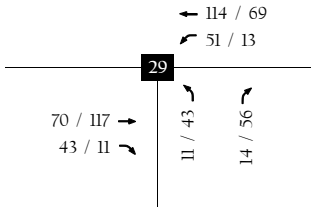
Industrial Blvd & L St



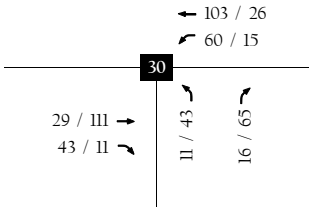
W Proj Dwy & G St



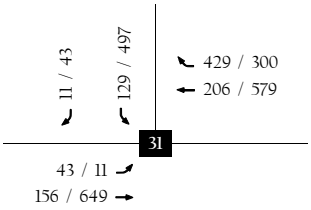
Mid Proj Dwy & G St



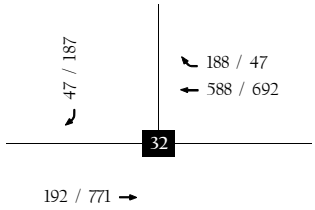
E Proj Dwy & G St



Proj Dwy & H St



Emp Proj Dwy & H St



Marina Pkwy & H St

Does not exist

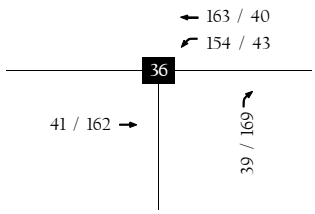
Marina Pkwy & Street C

Does not exist

Street A & J St

Does not exist

PA-A Proj Dwy & G St

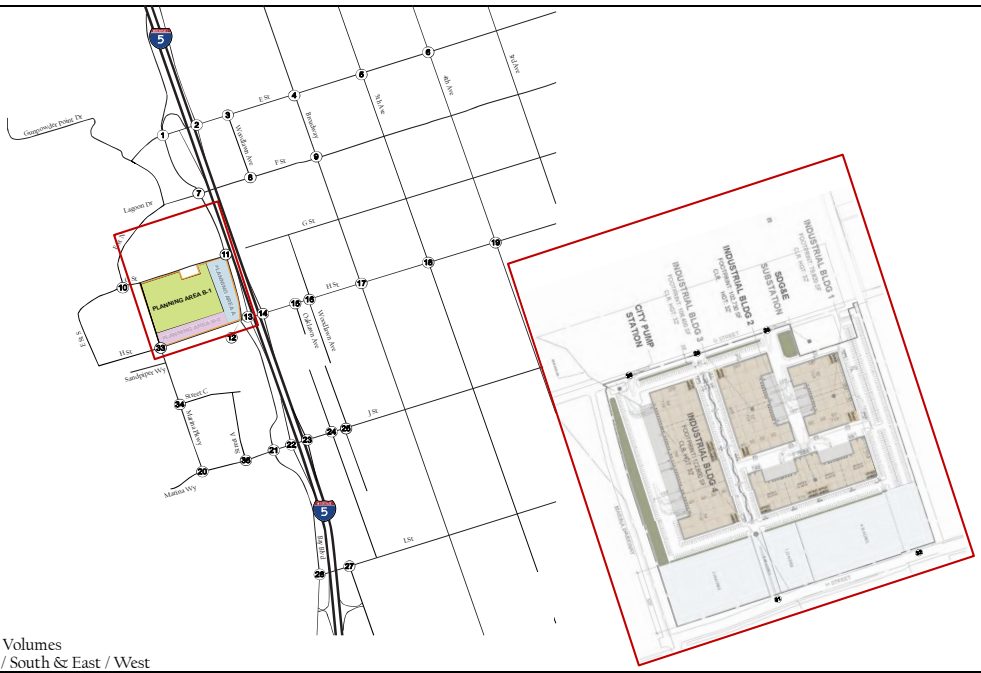


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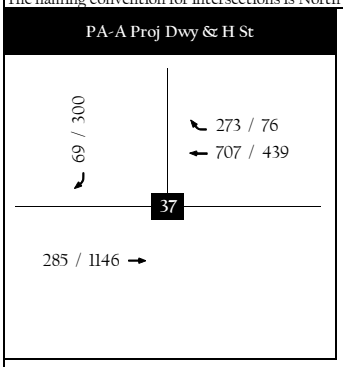
Rohr/Wohl Specific Plan

Existing Plus Scenario 1 Total Project Traffic Volumes

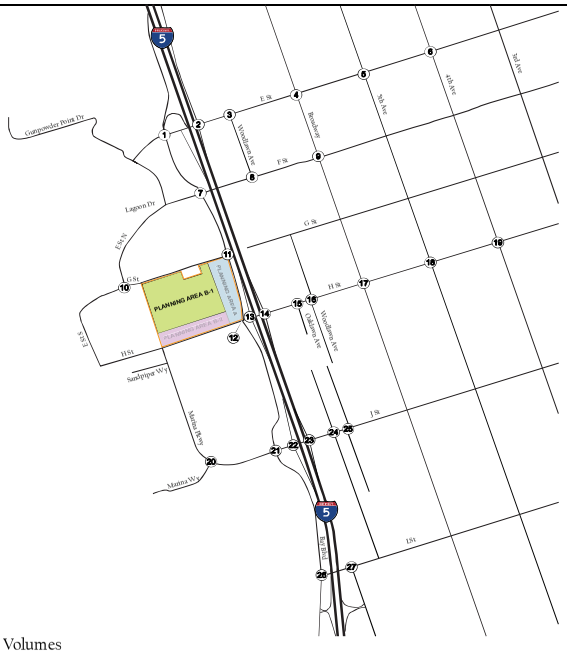
Figure 8-3b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

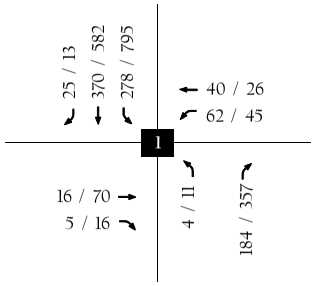


MIZUTA TRAFFIC CONSULTING	Rohr/Wohl Specific Plan **Existing Plus Scenario 1 Total Project Traffic Volumes**	Figure 8-3c

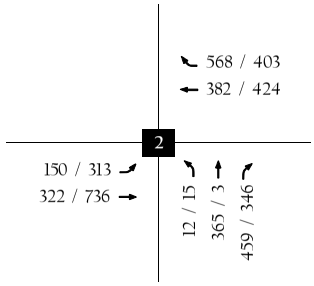


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

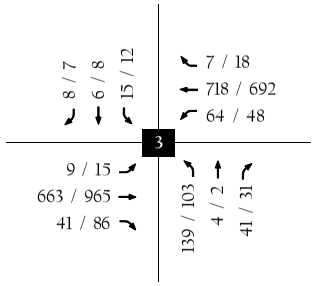
I-5 SB Ramps / Bay Blvd & E St



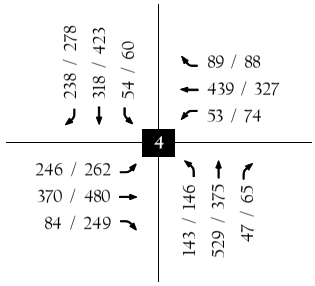
I-5 NB Ramps & E St



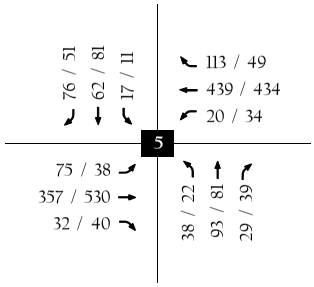
Woodlawn Ave & E St



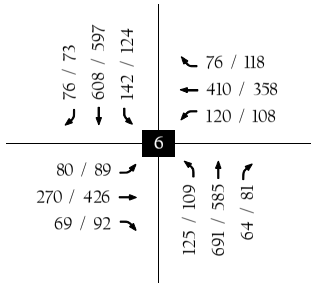
Broadway & E St



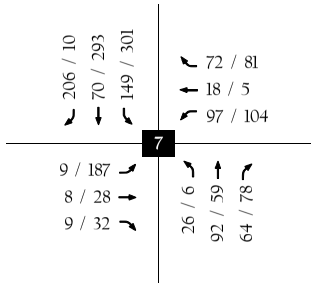
5th Ave & E St



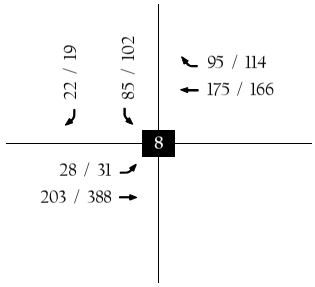
4th Ave & E St



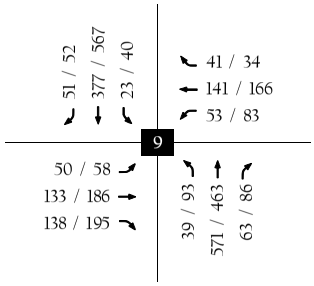
Bay Blvd & F St



Woodlawn Ave & F St



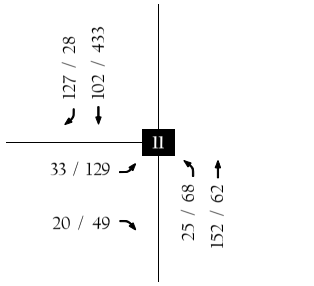
Broadway & F St



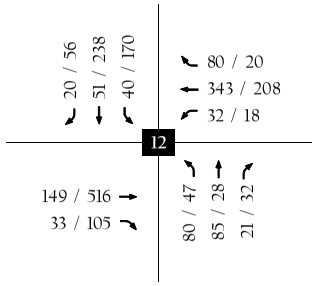
Marina Pkwy & G St

n/a

Bay Blvd & G St



Bay Blvd & H St



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Existing Plus Scenario 2 Total Project Traffic Volumes

Figure 8-4



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
201 / 127 | 3 / 1 | 295 / 376	325 / 451	131 / 128 | 7 / 8 | 66 / 68	35 / 30 | 19 / 5 | 21 / 23
256 / 119	370 / 424	60 / 48	33 / 47
257 / 367		545 / 797	518 / 725
13	**14**	17 / 19	6 / 12
146 / 495	93 / 331	**15**	**16**
64 / 227	347 / 547	65 / 90	19 / 31
	146 / 55 | 28 / 1 | 391 / 366	665 / 732	706 / 784
		4 / 11	18 / 28
		22 / 23 | 7 / 4 | 12 / 21	20 / 10 | 12 / 3 | 21 / 13

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
97 / 121 | 432 / 562 | 79 / 131	75 / 86 | 39 / 47 | 116 / 106	123 / 174 | 590 / 680 | 129 / 135	75 / 57
98 / 80	124 / 62	126 / 139	45 / 72
337 / 519	573 / 709	503 / 621	**20**
145 / 223	16 / 94	78 / 97	53 / 145
17	**18**	**19**	10 / 16
131 / 143	77 / 39	164 / 136	4 / 13 | 37 / 35
442 / 436	541 / 543	411 / 545	
99 / 225	11 / 43	87 / 109	
152 / 231 | 524 / 453 | 157 / 164	20 / 60 | 39 / 35 | 26 / 107	132 / 102 | 662 / 440 | 53 / 62	

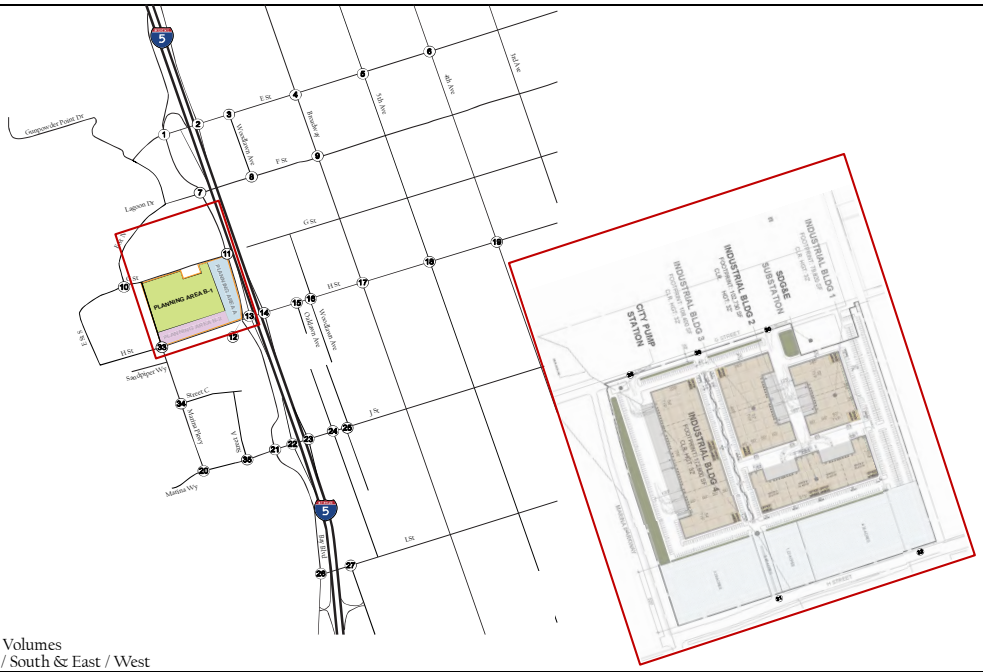
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
7 / 16 | 88 / 240 | 20 / 148	221 / 63 | 0 / 2 | 316 / 487	447 / 360	30 / 43 | 14 / 10 | 18 / 9
62 / 40	331 / 162	453 / 366	7 / 15
118 / 129	222 / 274		552 / 546
362 / 70			11 / 20
21	**22**	**23**	**24**
4 / 10	371 / 351	101 / 130	42 / 29
82 / 210	38 / 130	546 / 702	594 / 707
23 / 56			14 / 34
43 / 27 | 148 / 67 | 288 / 101		111 / 66 | 3 / 2 | 351 / 245	118 / 46 | 23 / 6 | 9 / 14

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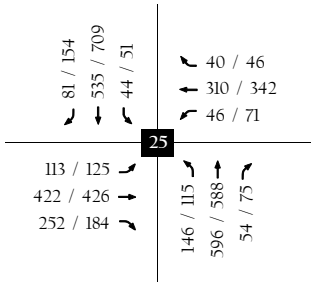
Existing Plus Scenario 2 Total Project Traffic Volumes

Figure 8-4a

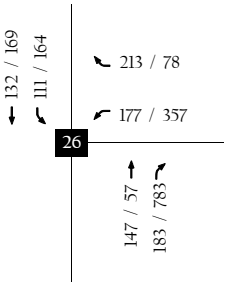


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

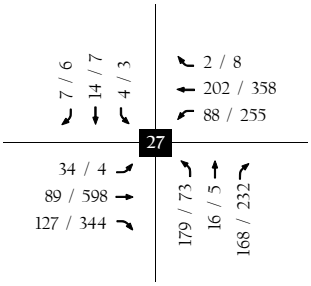
Broadway & J St



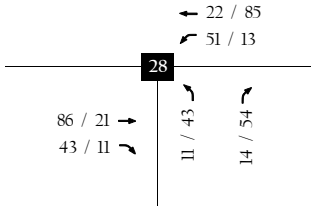
Bay Blvd & L St



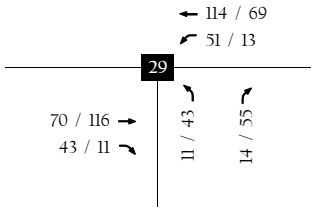
Industrial Blvd & L St



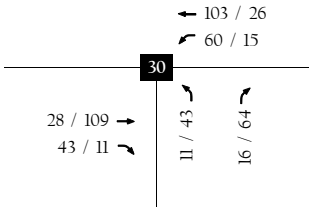
W Proj Dwy & G St



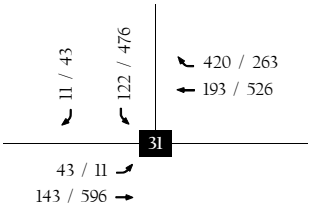
Mid Proj Dwy & G St



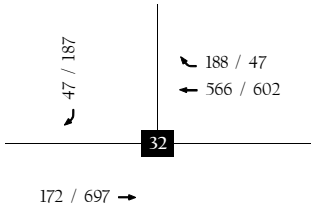
E Proj Dwy & G St



Proj Dwy & H St



Emp Proj Dwy & H St



Marina Pkwy & H St

Does not exist

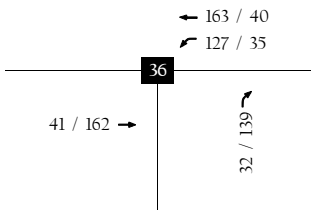
Marina Pkwy & Street C

Does not exist

Street A & J St

Does not exist

PA-A Proj Dwy & G St

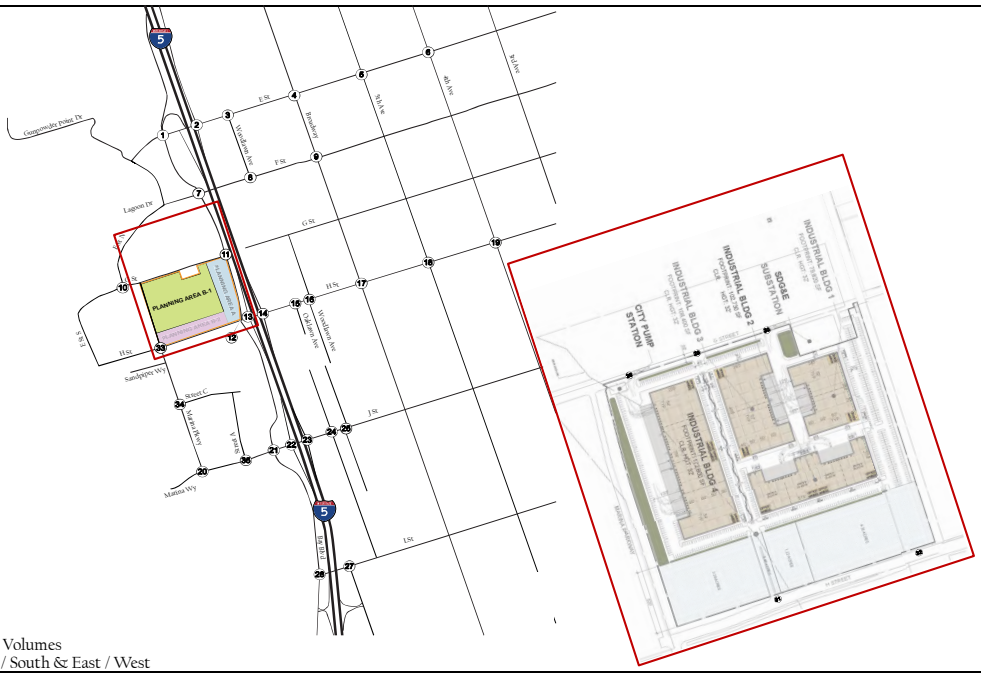


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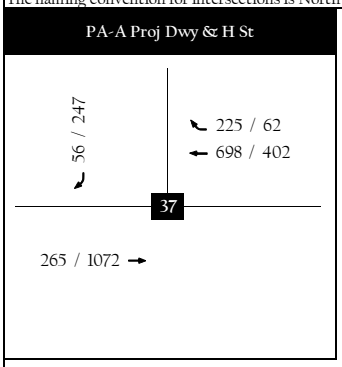
Rohr/Wohl Specific Plan

Existing Plus Scenario 2 Total Project Traffic Volumes

Figure 8-4b



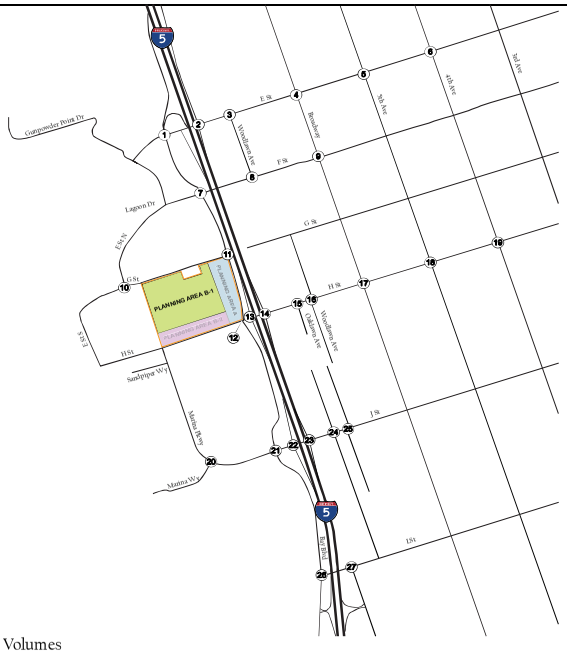
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



Rohr/Wohl Specific Plan

Existing Plus Scenario 2 Total Project Traffic Volumes

Figure 8-4c



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
25 / 13 370 / 582 278 / 795 40 / 26 62 / 45 1 16 / 70 5 / 16 4 / 11 184 / 356	568 / 403 382 / 424 2 150 / 313 322 / 735 12 / 15 365 / 3 459 / 346	8 / 7 6 / 8 15 / 12 7 / 18 718 / 692 64 / 48 3 9 / 15 663 / 964 41 / 86 139 / 103 4 / 2 41 / 31	238 / 278 318 / 423 54 / 60 89 / 88 439 / 327 53 / 74 4 246 / 261 370 / 480 84 / 249 143 / 146 529 / 375 47 / 65
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
76 / 51 62 / 81 17 / 11 113 / 49 439 / 434 20 / 34 5 75 / 38 357 / 530 32 / 40 38 / 22 93 / 81 29 / 39	76 / 73 608 / 597 142 / 124 76 / 118 410 / 358 120 / 108 6 80 / 89 270 / 426 69 / 92 125 / 109 691 / 585 64 / 81	206 / 10 70 / 293 149 / 301 72 / 81 18 / 5 90 / 99 7 9 / 187 8 / 28 9 / 32 26 / 6 92 / 58 62 / 70	22 / 19 85 / 102 95 / 114 168 / 161 8 28 / 31 201 / 380
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
48 / 49 377 / 567 23 / 40 41 / 34 139 / 165 53 / 83 9 49 / 54 133 / 184 136 / 192 38 / 92 571 / 463 63 / 86	n/a	121 / 26 101 / 429 11 31 / 121 17 / 40 21 / 54 152 / 62	19 / 52 51 / 238 40 / 170 80 / 20 299 / 173 32 / 18 12 135 / 461 28 / 88 66 / 36 85 / 28 21 / 32

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Rohr/Wohl Specific Plan

Existing Plus Scenario 3 Total Project Traffic Volumes

Figure 8-5



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
172 / 105 ↓ 3 / 1 ↓ 295 / 376 ↓	325 / 451 ← 365 / 420 ←	131 / 128 ↓ 7 / 8 ↓ 66 / 68 ↓	60 / 48 ← 540 / 793 ← 17 / 19 ←
241 / 106 ← 257 / 367 ←		35 / 30 ↓ 19 / 5 ↓ 21 / 23 ↓	33 / 47 ← 513 / 721 ← 6 / 12 ←
13	14	15	16
137 / 453 → 61 / 214 →	85 / 295 → 346 / 540 →	65 / 90 → 664 / 725 → 4 / 11 →	19 / 31 → 705 / 777 → 18 / 28 →
	135 / 47 ↑ 28 / 1 ↑ 391 / 366 ↑	22 / 23 ↑ 7 / 4 ↑ 12 / 21 ↑	20 / 10 ↑ 12 / 3 ↑ 21 / 13 ↑

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
93 / 117 ↓ 432 / 562 ↓ 79 / 131 ↓	75 / 86 ↓ 39 / 47 ↓ 116 / 106 ↓	123 / 174 ↓ 590 / 680 ↓ 129 / 135 ↓	75 / 57 ← 45 / 72 ←
98 / 80 ← 337 / 519 ← 145 / 223 ←	124 / 62 ← 573 / 709 ← 16 / 94 ←	126 / 139 ← 503 / 621 ← 78 / 97 ←	
17	18	19	20
130 / 138 → 442 / 436 → 99 / 223 →	77 / 39 → 541 / 543 → 11 / 43 →	164 / 136 → 411 / 545 → 87 / 109 →	53 / 145 → 10 / 16 →
150 / 230 ↑ 524 / 453 ↑ 157 / 164 ↑	20 / 60 ↑ 39 / 35 ↑ 26 / 107 ↑	132 / 102 ↑ 662 / 440 ↑ 53 / 62 ↑	4 / 13 ↑ 37 / 35 ↑

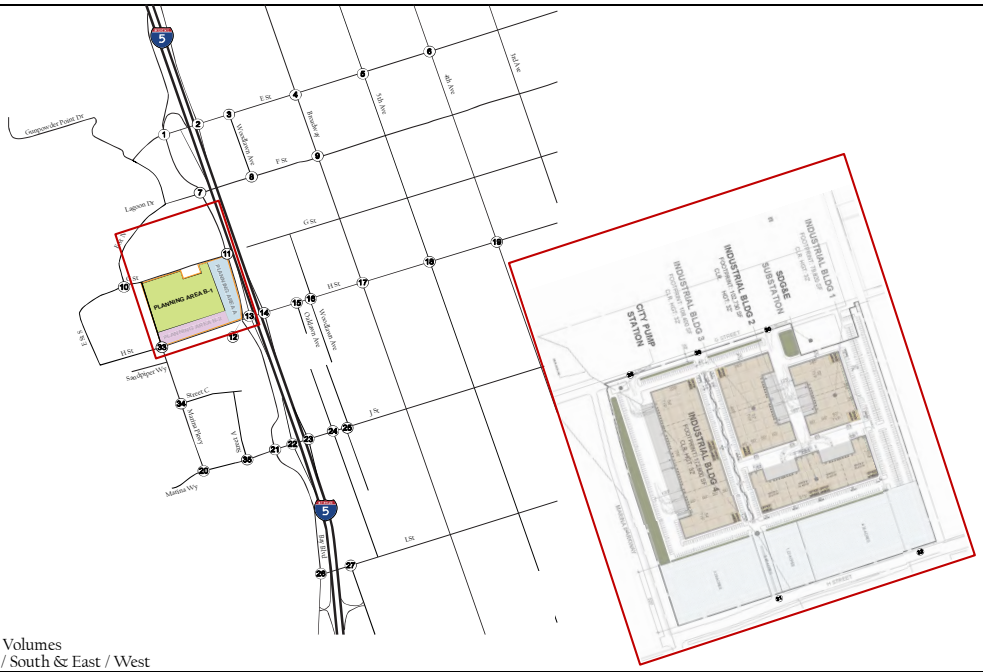
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
7 / 15 ↓ 85 / 227 ↓ 18 / 145 ↓	221 / 63 ↓ 0 / 2 ↓ 316 / 487 ↓	447 / 360 ← 451 / 363 ←	30 / 43 ↓ 14 / 10 ↓ 18 / 9 ↓
60 / 37 ← 118 / 129 ← 362 / 70 ←	329 / 159 ← 222 / 274 ←		7 / 15 ← 550 / 543 ← 11 / 20 ←
21	22	23	24
4 / 10 → 82 / 210 → 23 / 56 →	369 / 348 → 38 / 130 →	101 / 130 → 544 / 699 →	42 / 29 → 592 / 704 → 14 / 34 →
43 / 27 ↑ 137 / 59 ↑ 288 / 101 ↑		111 / 66 ↑ 3 / 2 ↑ 351 / 245 ↑	118 / 46 ↑ 23 / 6 ↑ 9 / 14 ↑

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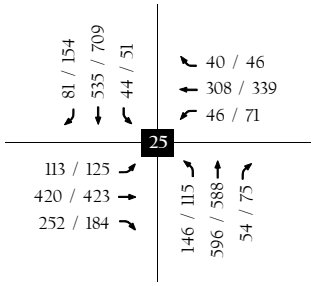
Existing Plus Scenario 3 Total Project Traffic Volumes

Figure 8-5a

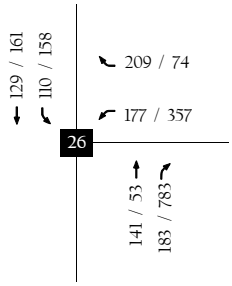


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

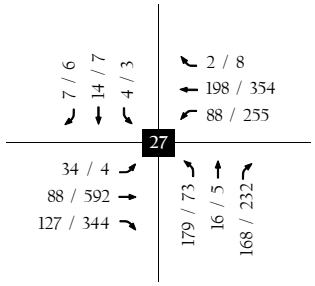
Broadway & J St



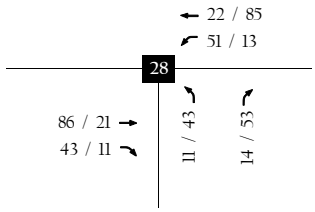
Bay Blvd & L St



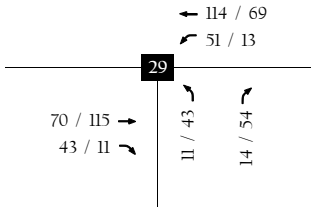
Industrial Blvd & L St



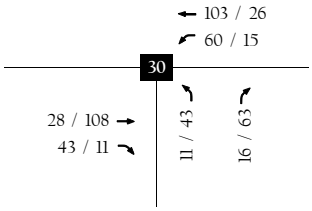
W Proj Dwy & G St



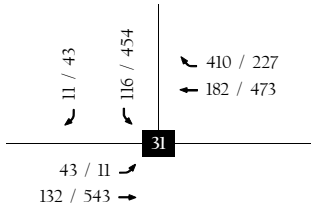
Mid Proj Dwy & G St



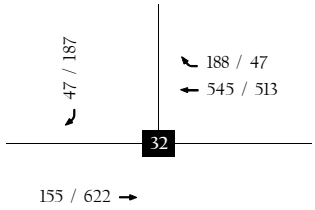
E Proj Dwy & G St



Proj Dwy & H St



Emp Proj Dwy & H St



Marina Pkwy & H St

Does not exist

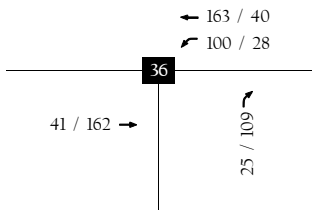
Marina Pkwy & Street C

Does not exist

Street A & J St

Does not exist

PA-A Proj Dwy & G St

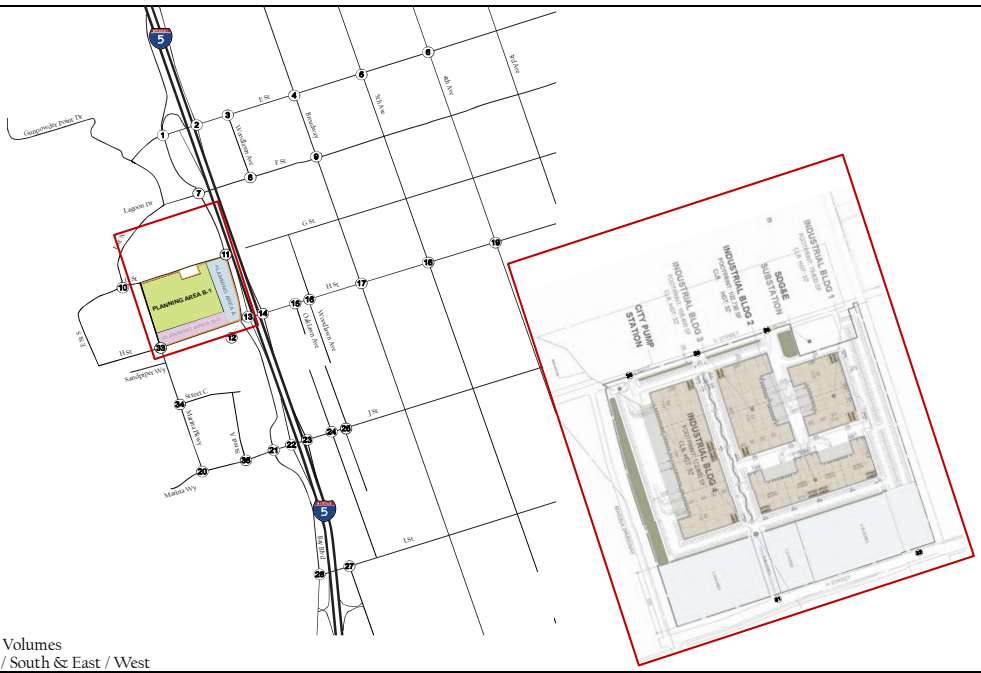


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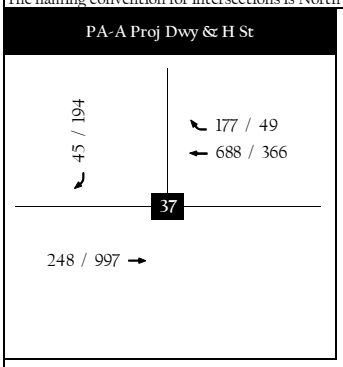
Rohr/Wohl Specific Plan

Existing Plus Scenario 3 Total Project Traffic Volumes

Figure 8-5b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



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Existing Plus Scenario 3 Total Project Traffic Volumes

Figure 8-5c

8.3 Intersection Analysis

Table 8-2 displays the LOS analysis results for the study intersections under the Existing Plus Total Project conditions as well as the three scenarios.

As shown in the table, all intersections, including the project driveways, are expected to operate at LOS D or better during the weekday peak-hours with the addition of the Total Project traffic except for the following:

12. Bay Boulevard & H Street (LOS F – PM Peak)
21. Bay Boulevard & J Street (LOS E – AM Peak)
22. I-5 Southbound Ramps & J Street (LOS F – PM Peak)
26. Bay Boulevard & L Street (LOS F – PM Peak)
31. Project Driveway & H Street (LOS F – PM Peak)

With a 15 percent reduction in total project traffic in Scenario 1, one of the affected intersections would improve to LOS D or better. The following intersections would still operate at LOS E/F:

12. Bay Boulevard & H Street (LOS F – PM Peak)
21. Bay Boulevard & J Street (LOS E – AM Peak)
22. I-5 Southbound Ramps & J Street (LOS F – PM Peak)
26. Bay Boulevard & L Street (LOS F – PM Peak)
31. Project Driveway & H Street (LOS F – PM Peak)

With another 15 percent reduction in total project traffic in Scenario 2, an additional affected intersection would improve to LOS D or better. The following intersections would still operate at LOS E/F:

12. Bay Boulevard & H Street (LOS E – PM Peak)
21. Bay Boulevard & J Street (LOS E – AM Peak)
22. I-5 Southbound Ramps & J Street (LOS F – PM Peak)
26. Bay Boulevard & L Street (LOS F – PM Peak)
31. Project Driveway & H Street (LOS F – PM Peak)

With the final 15 percent reduction in total project traffic in Scenario 3, an additional affected intersection would improve to LOS D or better. The following intersections would still operate at LOS E/F:

21. Bay Boulevard & J Street (LOS E – AM Peak)
22. I-5 Southbound Ramps & J Street (LOS F – PM Peak)
26. Bay Boulevard & L Street (LOS F – PM Peak)
31. Project Driveway & H Street (LOS F – PM Peak)

Appendix F contains the intersection LOS worksheets.

Table 8-2
Existing Plus Total Project Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Total Project		Existing Plus Scenario 1 Total Project		Existing Plus Scenario 2 Total Project		Existing Plus Scenario 3 Total Project	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	I-5 SB Ramps & E St	Signal	AM	10.2	B	12.9	B	12.9	B	12.9	B	12.9	B
			PM	25.3	C	29.9	C	29.9	C	29.8	C	29.8	C
2	I-5 NB Ramps & E St	Signal	AM	51.5	D	50.5	D	50.5	D	50.5	D	50.5	D
			PM	14.8	B	14.7	B	14.7	B	14.7	B	14.7	B
3	Woodlawn Ave & E St	Signal	AM	11.4	B	11.2	B	11.2	B	11.2	B	11.2	B
			PM	13.3	B	13.5	B	13.5	B	13.5	B	13.5	B
4	Broadway & E St	Signal	AM	42.0	D	42.2	D	42.2	D	42.2	D	42.2	D
			PM	46.7	D	47.7	D	47.6	D	47.6	D	47.4	D
5	Fifth Ave & E St	Signal	AM	17.6	B	17.1	B	17.1	B	17.1	B	17.1	B
			PM	15.4	B	15.0	B	15.0	B	15.0	B	15.0	B
6	Fourth Ave & E St	Signal	AM	39.3	D	39.1	D	39.1	D	39.1	D	39.1	D
			PM	39.9	D	40.0	D	40.0	D	40.0	D	40.0	D
7	Bay Blvd & F St	AWSC	AM	9.9	A	10.9	B	10.8	B	10.7	B	10.5	B
			PM	15.5	C	17.6	C	17.5	C	17.1	C	16.7	C
8	Woodlawn Ave & F St	AWSC	AM	9.0	A	9.3	A	9.2	A	9.2	A	9.2	A
			PM	10.2	B	10.9	B	10.8	B	10.7	B	10.6	B
9	Broadway & F St	Signal	AM	41.3	D	40.9	D	40.9	D	40.8	D	40.8	D
			PM	43.2	D	42.8	D	42.8	D	42.9	D	42.8	D
10	Marina Pkwy & G St	OWSC	AM	n/a[4]									
			PM										
11	Bay Blvd & G St	OWSC	AM	10.2	B	12.1	B	10.9	B	10.7	B	10.7	B
			PM	0.0	A	25.9	D	20.5	C	18.5	C	17.2	C
12	Bay Blvd & H St	Signal	AM	24.1	C	17.4	B	17.3	B	17.3	B	17.3	B
			PM	30.1	C	**108.4**	**F**	**94.1**	**F**	**71.3**	**E**	53.0	D

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.

Table 8-2
Existing Plus Total Project Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Total Project		Existing Plus Scenario 1 Total Project		Existing Plus Scenario 2 Total Project		Existing Plus Scenario 3 Total Project	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
13	I-5 SB Ramps & H St	Signal	AM	30.2	C	24.9	C	25.1	C	25.3	C	25.4	C
			PM	45.2	D	35.7	D	36.3	D	37.3	D	38.4	D
14	I-5 NB Ramps & H St	Signal	AM	10.4	B	12.3	B	12.1	B	11.9	B	11.7	B
			PM	11.8	B	28.5	C	24.5	C	18.8	B	15.4	B
15	Woodlawn Ave & H St	Signal	AM	18.5	B	17.6	B	17.6	B	17.7	B	17.7	B
			PM	15.7	B	15.3	B	15.3	B	15.3	B	15.4	B
16	Oaklawn Ave & H St	Signal	AM	30.4	C	29.6	C	29.7	C	29.7	C	29.8	C
			PM	26.6	C	25.7	C	25.8	C	25.9	C	25.9	C
17	Broadway & H St	Signal	AM	31.2	C	31.7	C	31.7	C	31.7	C	31.7	C
			PM	32.9	C	33.3	C	33.2	C	33.2	C	33.1	C
18	Fifth Ave & H St	Signal	AM	42.6	D	43.6	D	43.6	D	43.6	D	43.6	D
			PM	19.0	B	18.8	B	18.8	B	18.8	B	18.8	B
19	Fourth Ave & H St	Signal	AM	44.4	D	44.4	D	44.4	D	44.4	D	44.4	D
			PM	37.9	D	37.8	D	37.8	D	37.8	D	37.8	D
20	Marina Pkwy & Marina Wy	OWSC	AM	9.6	A	9.9	A	9.9	A	9.9	A	9.9	A
			PM	10.8	B	11.3	B	11.3	B	11.3	B	11.3	B
21	Bay Blvd & J St[3]	AWSC	AM	25.6	D	**46.7**	**E**	**43.9**	**E**	**40.8**	**E**	**37.6**	**E**
			PM	11.1	B	14.3	B	13.9	B	13.5	B	13.1	B
22	I-5 SB Ramps & J St	Signal	AM	39.5	D	39.2	D	39.2	D	39.2	D	39.2	D
			PM	**93.1**	**F**	**94.7**	**F**	**94.7**	**F**	**94.7**	**F**	**94.7**	**F**
23	I-5 NB Ramps & J St	Signal	AM	27.2	C	27.6	C	27.6	C	27.5	C	27.5	C
			PM	17.4	B	17.3	B	17.3	B	17.3	B	17.3	B
24	Oaklawn Ave & J St	AWSC	AM	16.7	C	17.9	C	17.8	C	17.7	C	17.7	C
			PM	15.1	C	16.3	C	16.3	C	16.2	C	16.0	C

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.

Table 8-2
Existing Plus Total Project Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Total Project		Existing Plus Scenario 1 Total Project		Existing Plus Scenario 2 Total Project		Existing Plus Scenario 3 Total Project	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
25	Broadway & J St	Signal	AM	45.0	D	45.6	D	45.5	D	45.5	D	45.5	D
			PM	46.9	D	48.1	D	48.0	D	47.9	D	47.8	D
26	Bay Blvd & L St	AWSC	AM	10.9	B	11.6	B	11.5	B	11.4	B	11.4	B
			PM	**139.3**	**F**	**152.3**	**F**	**151.8**	**F**	**150.7**	**F**	**149.6**	**F**
27	Industrial Blvd & L St	Signal	AM	11.9	B	12.2	B	12.2	B	12.2	B	12.2	B
			PM	42.6	D	44.1	D	44.2	D	44.3	D	44.4	D
28	W Proj Dwy & G St	OWSC	AM		A	9.5	A	9.5	A	9.5	A	9.5	A
			PM		A	9.3	A	9.3	A	9.3	A	9.3	A
29	Mid Proj Dwy & G St	OWSC	AM		A	9.7	A	9.8	A	9.8	A	9.8	A
			PM		A	10.0	A	10.0	A	10.0	A	9.9	A
30	E Proj Dwy & G St	OWSC	AM		A	9.5	A	9.5	A	9.5	A	9.5	A
			PM		A	9.8	A	9.8	A	9.8	A	9.8	A
31	Proj Dwy & H St	OWSC	AM		A	15.9	C	15.4	C	14.8	B	14.3	B
			PM		A	**› 300**	**F**	**› 300**	**F**	**265.3**	**F**	**182.3**	**F**
32	Emp Proj Dwy & H St	OWSC	AM		A	11.9	B	11.8	B	11.7	B	11.5	B
			PM		A	14.7	B	14.1	B	13.2	B	12.4	B
36	PA-A Proj Dwy & G St	OWSC	AM		A	8.7	A	8.7	A	8.6	A	8.6	A
			PM		A	10.4	B	10.3	B	10.0	A	9.8	A
37	H St & PA-A Proj Dwy	OWSC	AM		A	14.4	B	13.6	B	12.9	B	12.3	B
			PM		A	15.3	C	14.1	B	12.5	B	11.4	B

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. This intersection will be constructed as part of the project.

8.4 Project Fair Share

Table 8-3 summarizes the Project's fair share of new traffic added to the intersections that would operate at LOS E or F under the Existing Plus Total Project conditions as well as the three scenarios. Shaded cells would indicate the scenario where the respective intersection would operate at LOS E/F.

As shown in the table, the Project would contribute between 3.6 percent and 61.6 percent at the affected intersections under the Existing Plus Total Project scenario. Scenario 1 would result in the Project contributing between 3.4 percent and 54.9 percent at the affected intersections. Scenario 2 would result in the Project contributing between 3.2 percent and 51.6 percent at the affected intersections. Scenario 3 would result in the Project contributing between 3.0 percent and 9.3 percent at the affected intersections.

8.5 Improvements

Table 8-4 summarizes the proposed improvements at the affected intersections under the Existing Plus Total Project conditions as well as the three scenarios. **Figure 8-6** illustrates the proposed improvements at the affected intersections.

As shown in the table, the Project would be fully responsible for signal retiming at the Bay Boulevard & H Street and I-5 Southbound Ramps & J Street intersections and constructing a traffic signal at the Project Driveway & H Street intersection. The Project would contribute its fair share towards the construction of a traffic signal at the Bay Boulevard & J Street and Bay Boulevard & L Street intersections. It should be noted that both signal installations correspond with the Bayfront Transportation Development Impact Fee Nexus Study (BAY-28 #5 and #6). All proposed improvements would achieve LOS D or better conditions during both peak periods.

Scenarios 1 and 2 would result in the same improvements and responsibility as the Total Project scenario. Scenario 3 would result in the same improvements and responsibility as the previous scenarios, but with the removal of the Bay Boulevard & H Street intersection.

The improvements identified in this LMA are recommendations and the final improvement plan and project funding responsibility will be defined and documented in a separate Rohr/Wohl Specific Plan Transportation Conditions of Approval memo.

Appendix J contains the intersection LOS worksheets with the improvements.

Table 8-3
Existing Plus Total Project Fair Share

#	Intersection	Peak Hour	Existing Plus Total Proj			Existing Plus Scenario 1 Total Proj			Existing Plus Scenario 2 Total Proj			Existing Plus Scenario 3 Total Proj		
			Traffic Volumes			Traffic Volumes			Traffic Volumes			Traffic Volumes		
			Proj	Total	% Proj	Proj	Total	% Proj	Proj	Total	% Proj	Proj	Total	% Proj
12	Bay Blvd & H St	AM	501	904	55.4%	435	838	51.9%	371	774	47.9%	302	705	42.8%
		PM	738	1,464	50.4%	632	1,358	46.5%	527	1,253	42.1%	418	1,144	36.5%
21	Bay Blvd & J St[3]	AM	165	1,223	13.5%	150	1,208	12.4%	134	1,192	11.2%	120	1,178	10.2%
		PM	210	1,101	19.1%	188	1,079	17.4%	161	1,052	15.3%	140	1,031	13.6%
22	I-5 SB Ramps & J St	AM	53	1,487	3.6%	51	1,485	3.4%	47	1,481	3.2%	44	1,478	3.0%
		PM	61	1,459	4.2%	56	1,454	3.9%	51	1,449	3.5%	47	1,445	3.3%
26	Bay Blvd & L St	AM	108	949	11.4%	98	939	10.4%	87	928	9.4%	74	915	8.1%
		PM	145	1,602	9.1%	128	1,585	8.1%	111	1,568	7.1%	90	1,547	5.8%
31	Proj Dwy & H St	AM	764	894	85.5%	728	858	84.8%	690	820	84.1%	654	784	83.4%
		PM	1,689	1,943	86.9%	1,549	1,803	85.9%	1,411	1,665	84.7%	1,271	1,525	83.3%

Notes:
Only intersections that would operate at LOS E or F with the Project are shown in the table.
The fair share calculations are based on actual traffic volumes and do not include PCE adjustments.
Shaded cells represent intersections that would operate at LOS E/F.

Table 8-4
Existing Plus Total Project Improvements

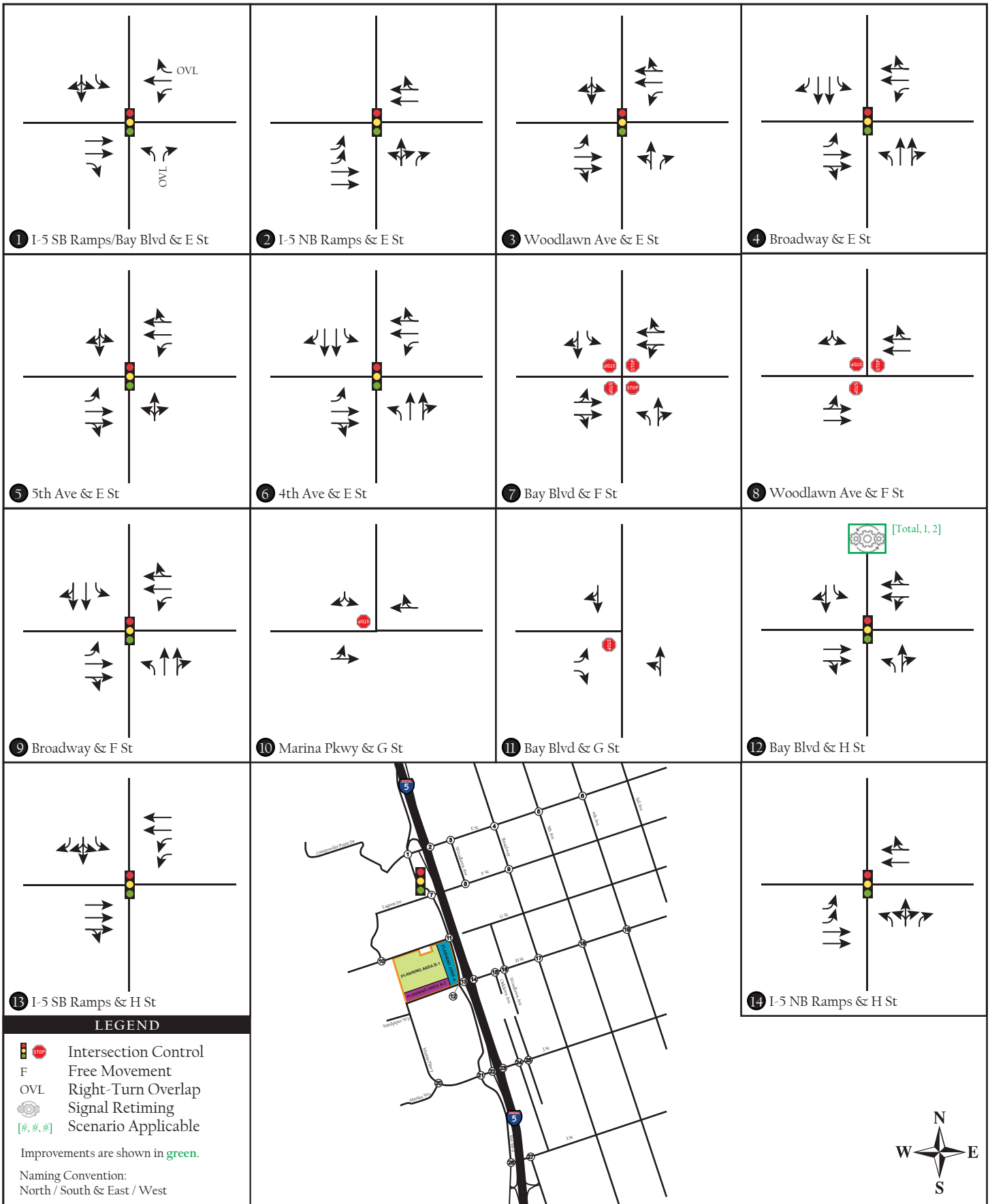
#	Intersection	Traffic Control	Peak Hour	Existing Plus Total Project		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
12	Bay Blvd & H St	Signal	AM	17.4	B	33.3	C	15.9	Signal retiming	100%
			PM	**108.4**	F	44.1	D	-64.3		
21	Bay Blvd & J St	AWSC	AM	**46.7**	E	29.6	C	-17.1	Signalize Intersection[4]	Fair Share
			PM	14.3	B	17.5	B	3.2		
22	I-5 SB Ramps & J St	Signal	AM	39.2	D	17.0	B	-22.2	Signal retiming	100%
			PM	**94.7**	F	29.0	C	-65.7		
26	Bay Blvd & L St	AWSC	AM	11.6	B	10.9	B	-0.7	Signalize Intersection[5]	Fair Share
			PM	**152.3**	F	19.3	B	-133.0		
31	Proj Dwy & H St	OWSC	AM	16.3	C	10.3	B	-6.0	Signalize Intersection	100%
			PM	**› 300**	F	21.3	C	-›300		
#	Intersection	Traffic Control	Peak Hour	Existing Plus Scenario 1 Total Project		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
12	Bay Blvd & H St	Signal	AM	17.3	B	33.0	C	15.7	Signal retiming	100%
			PM	**94.1**	F	42.9	D	-51.2		
21	Bay Blvd & J St	AWSC	AM	**43.9**	E	28.6	C	-15.3	Signalize Intersection[4]	Fair Share
			PM	13.9	B	16.9	B	3.0		
22	I-5 SB Ramps & J St	Signal	AM	39.2	D	17.0	B	-22.2	Signal retiming	100%
			PM	**94.7**	F	28.9	C	-65.8		
26	Bay Blvd & L St	AWSC	AM	11.5	B	9.6	A	-1.9	Signalize Intersection[5]	Fair Share
			PM	**151.8**	F	19.1	B	-132.7		
31	Proj Dwy & H St	OWSC	AM	15.8	C	10.2	B	-5.6	Signalize Intersection	100%
			PM	**› 300**	F	18.9	B	-›300		

Notes:
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. Based on the criteria shown in Table 2-4.

Table 8-4
Existing Plus Total Project Improvements (cont.)

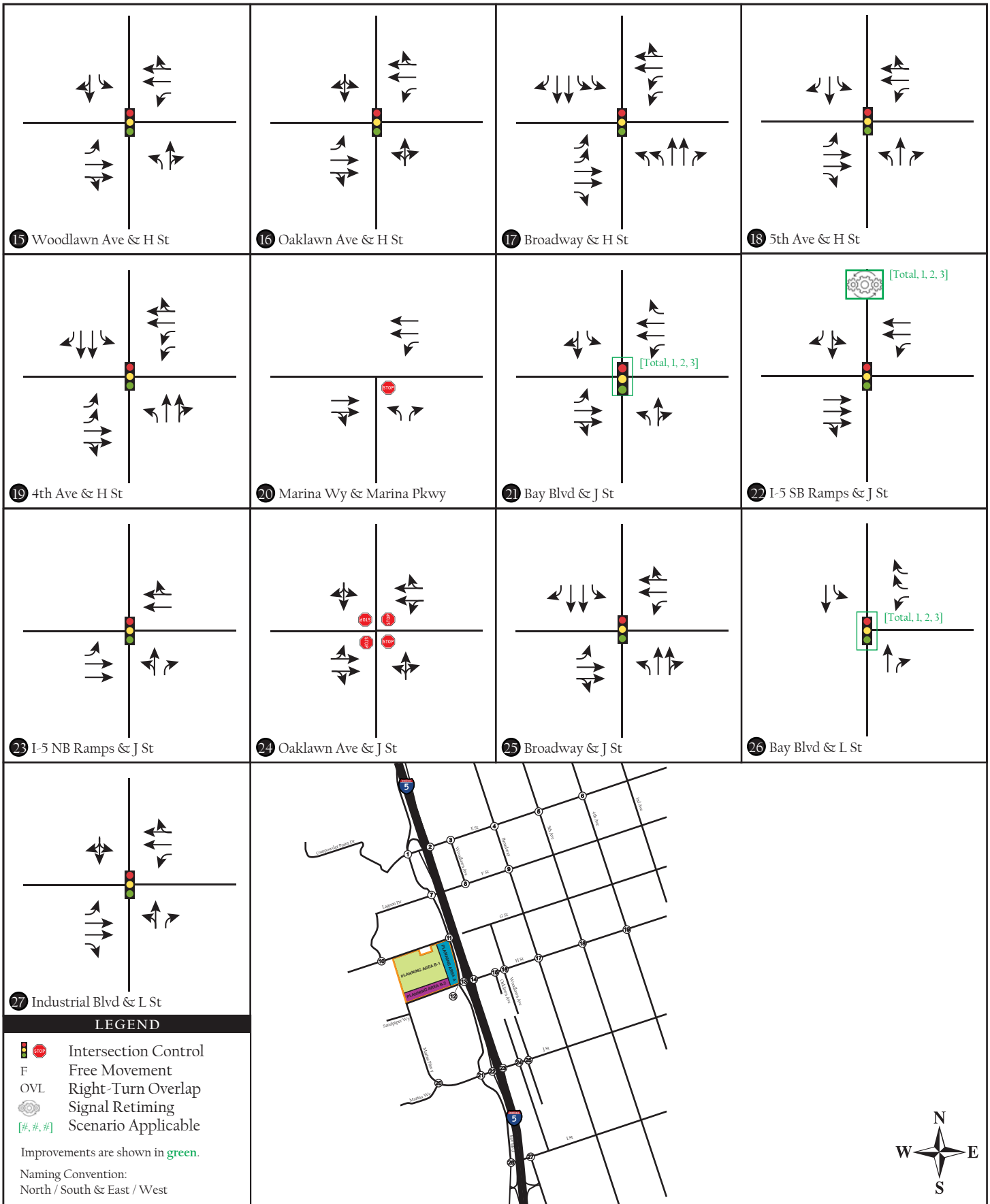
#	Intersection	Traffic Control	Peak Hour	Existing Plus Scenario 2 Total Project		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
12	Bay Blvd & H St	Signal	AM	17.3	B	32.9	C	15.6	Signal retiming	100%
			PM	**71.3**	E	49.8	D	-21.5		
21	Bay Blvd & J St	AWSC	AM	**40.8**	E	28.0	C	-10.7	Signalize Intersection[4]	Fair Share
			PM	13.5	B	16.7	B	3.5		
22	I-5 SB Ramps & J St	Signal	AM	39.2	D	17.0	B	-22.3	Signal retiming	100%
			PM	**94.7**	F	28.9	C	-65.7		
26	Bay Blvd & L St	AWSC	AM	11.4	B	9.5	A	-1.9	Signalize Intersection[5]	Fair Share
			PM	**150.7**	F	18.8	B	-131.1		
31	Proj Dwy & H St	OWSC	AM	15.2	C	10.1	B	-5.1	Signalize Intersection	100%
			PM	**288.2**	F	15.1	B	-273.1		
#	Intersection	Traffic Control	Peak Hour	Existing Plus Scenario 3 Total Project		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
21	Bay Blvd & J St	AWSC	AM	**37.6**	E	27.2	C	-9.2	Signalize Intersection[4]	Fair Share
			PM	13.1	B	16.2	B	3.3		
22	I-5 SB Ramps & J St	Signal	AM	39.2	D	17.0	B	-22.3	Signal retiming	100%
			PM	**94.7**	F	28.9	C	-65.7		
26	Bay Blvd & L St	AWSC	AM	11.4	B	14.0	B	2.7	Signalize Intersection[5]	Fair Share
			PM	**149.6**	F	18.5	B	-130.6		
31	Proj Dwy & H St	OWSC	AM	14.7	B	9.9	A	-4.8	Signalize Intersection	100%
			PM	**198.5**	F	12.9	B	-185.6		

Notes:
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. Based on the criteria shown in Table 2-4.
4. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #5.
5. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #6.



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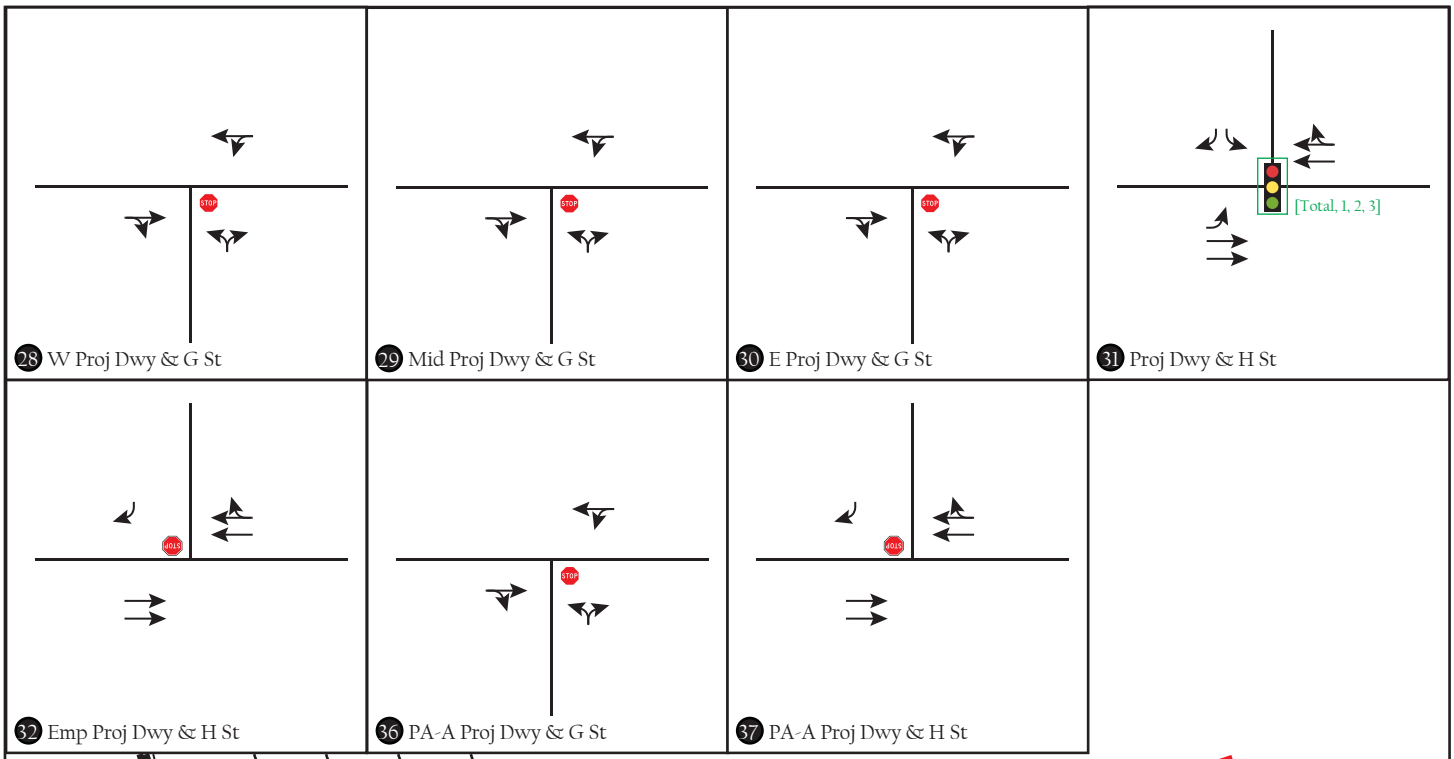
Figure 8-6
Existing Plus Total Project Intersection Geometrics With Improvements



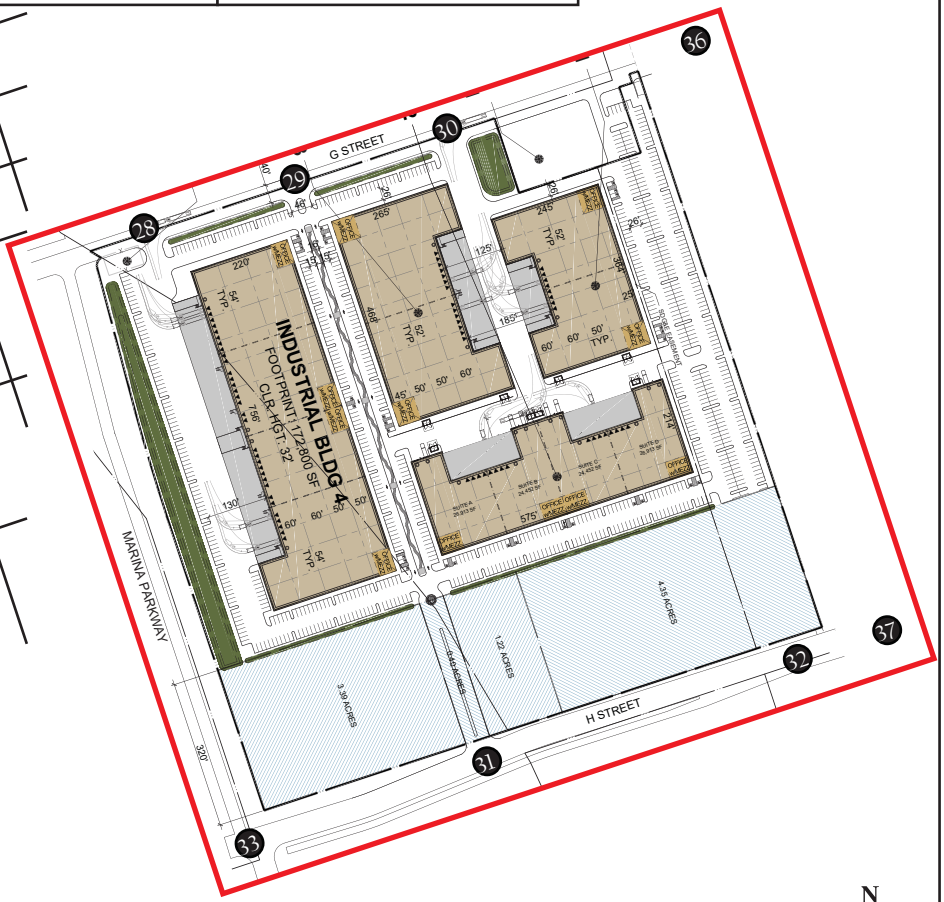
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Figure 8-6a
Existing Plus Total Project Intersection Geometrics With Improvements







LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Signal Retiming
- [#, #, #] — Scenario Applicable

Improvements are shown in green.

Naming Convention:
North / South & East / West

N
W E
S

MIZUTA TRAFFIC CONSULTING

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Figure 8-6b
Existing Plus Total Project Intersection Geometrics With Improvements

8.6 Queuing Analysis

A queuing analysis was performed at the Project Driveway & H Street intersections where a traffic signal is being proposed to determine the appropriate turn pocket lengths. The queue length reported is the 95th percentile queue length, which represents the queue length where 95 percent of the queue lengths fall and only would be exceeded 5 percent of the time. **Table 8-5** summarizes the results of the queuing analyses.

As shown in the table, the 95th percentile queue lengths would be contained within the respective turn pockets except for the following movement:

- Project Driveway & H Street: Southbound left-turn lane

The 95th percentile queue length is estimated to surpass the allocated storage space by 25 feet. The allocated storage length, set at 325 feet, denotes the distance between the stop bar and the upstream internal intersection. However, there is sufficient extra capacity on the internal streets to handle the increased queue lengths.

Appendix L contains the queuing analyses worksheets.

Table 8-5
Existing Plus Total Project Queuing Analysis Summary

Intersection	Peak Hour	Movement	Storage Length (ft)[1]	Queue Length (ft)[2] Existing Plus Total Proj
31 Proj Dwy & H St	AM	EB LT	170	37
	PM			18
	AM	SB LT	325	73
	PM			**350**
	AM	SB RT	325	9
	PM			17

Notes:
Values shown in **bold** indicate movements where the queue length exceeds the available storage length.
1. The storage length was based on the latest site plan prepared for the project and/or conceptual plans for the traffic signal.
2. The queue length shown represents the 95th percentile queue length for each respective movement and reported from Synchro 11.

9 OPENING YEAR PLUS TOTAL PROJECT TRAFFIC CONDITIONS

This section summarizes the operations at the study area intersections with the Total Project traffic (Project-Level and Programmatic-Level) added to the Opening Year 2026 street network.

9.1 Roadway Network

The lane configuration and traffic controls for the Opening Year Plus Total Project conditions are consistent with the Opening Year Conditions as shown in Figure 6-1 with the following exceptions:

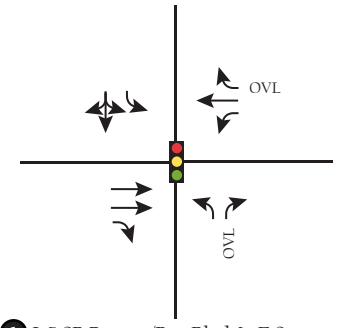
- Planning Area A Project Driveway & G Street (Int #36): Construct south leg and stop controlled. Associated with Project.
- Planning Area A Project Driveway & H Street (Int #37): Construct north leg, stop controlled, and restricted to right-in, right-out movements only. Associated with Project.

Figure 9-1 illustrates the intersection geometrics at the study area intersections and includes the project driveways.

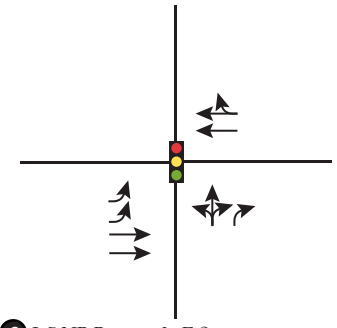
9.2 Traffic Volumes

The Opening Year Plus Total Project traffic volumes were determined by adding the Total Project traffic volumes to the Opening Year traffic volumes.

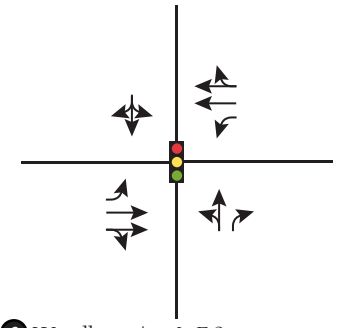
Figure 9-2 illustrates the Opening Year Plus Total Project traffic volumes.



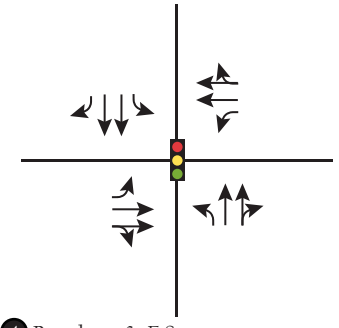
1 I-5 SB Ramps/Bay Blvd & E St



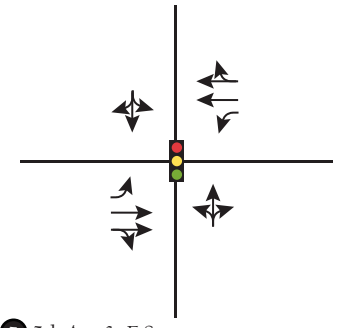
2 I-5 NB Ramps & E St



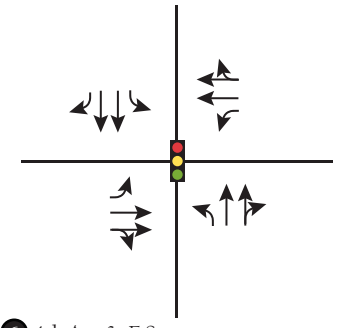
3 Woodlawn Ave & E St



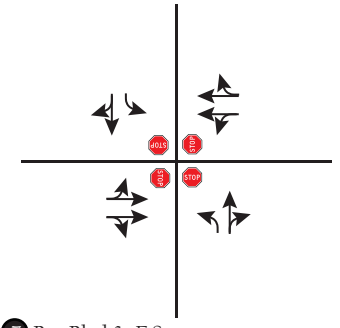
4 Broadway & E St



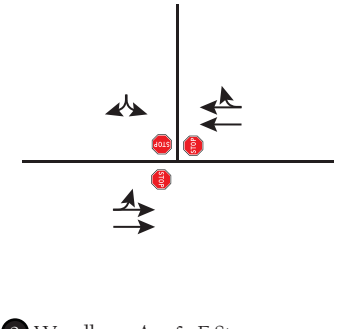
5 5th Ave & E St



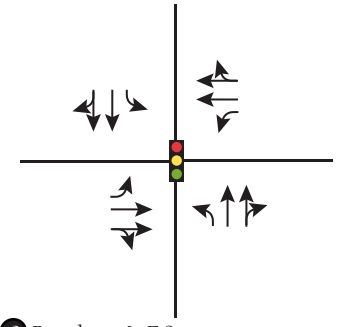
6 4th Ave & E St



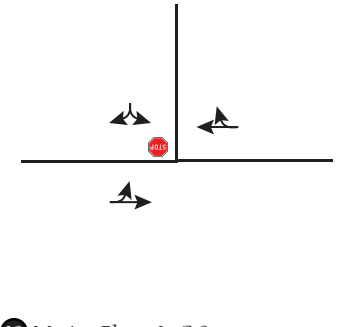
7 Bay Blvd & F St



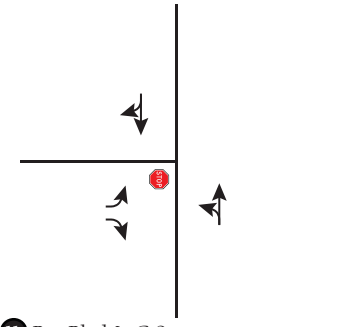
8 Woodlawn Ave & F St



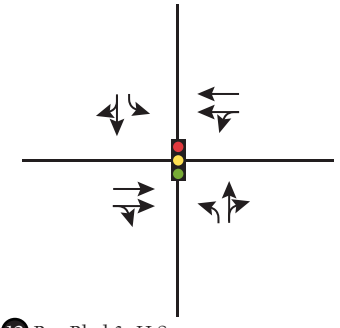
9 Broadway & F St



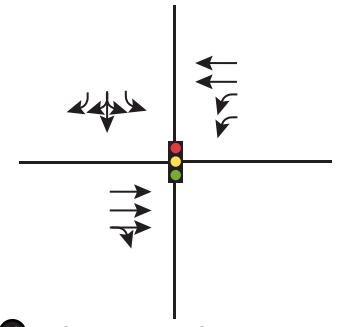
10 Marina Pkwy & G St



11 Bay Blvd & G St



12 Bay Blvd & H St



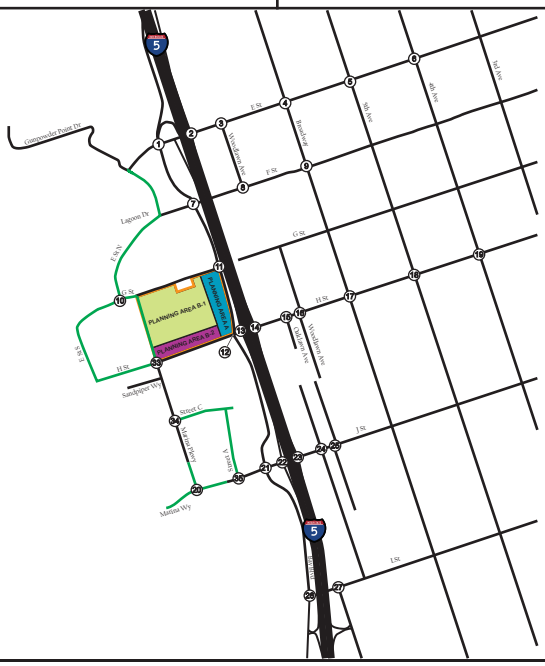
13 I-5 SB Ramps & H St

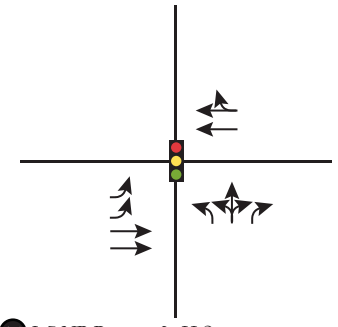
LEGEND

STOP	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap

Improvements are shown in green.

Naming Convention:
North / South & East / West



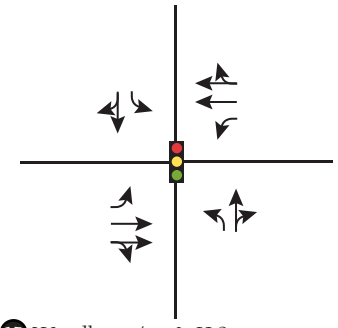


14 I-5 NB Ramps & H St

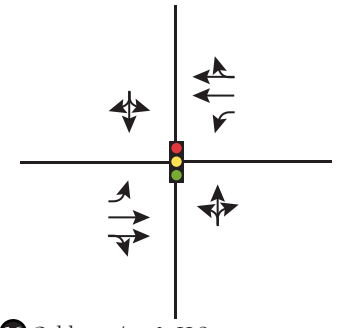
N
W E
S

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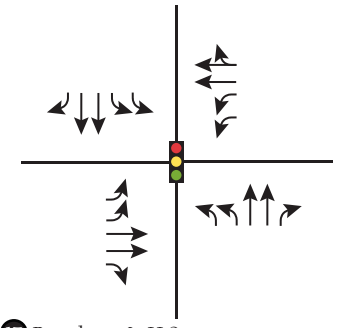
Figure 9-1
Opening Year 2026 Plus Total Project Intersection Geometrics



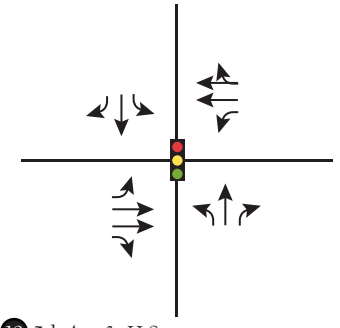
15 Woodlawn Ave & H St



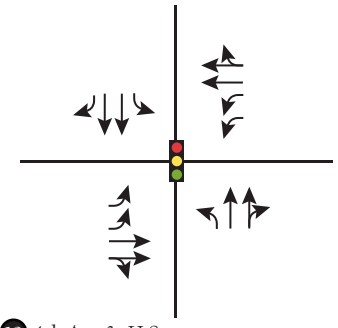
16 Oaklawn Ave & H St



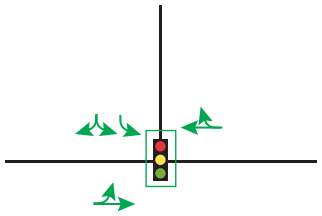
17 Broadway & H St



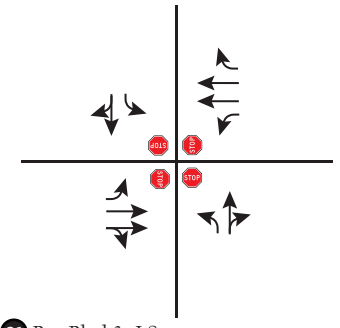
18 5th Ave & H St



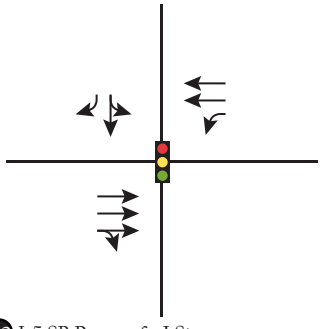
19 4th Ave & H St



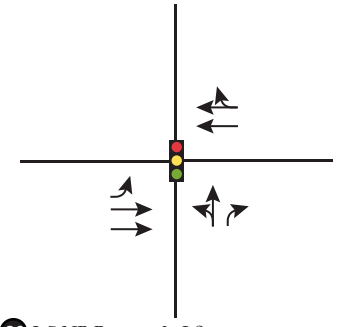
20 Marina Wy & Marina Pkwy



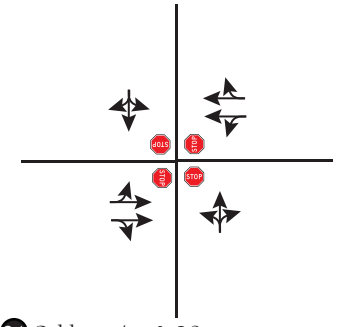
21 Bay Blvd & J St



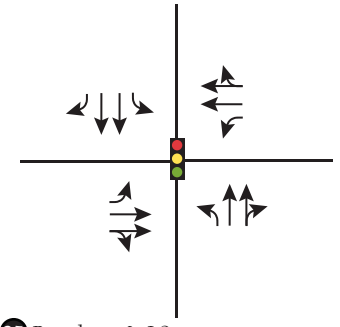
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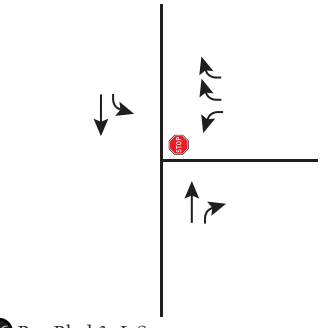
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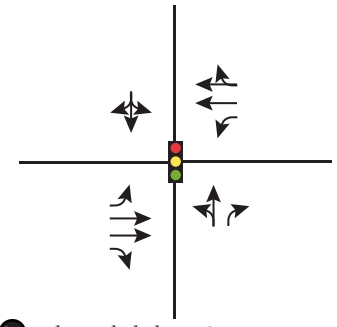
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



27 Industrial Blvd & L St

LEGEND

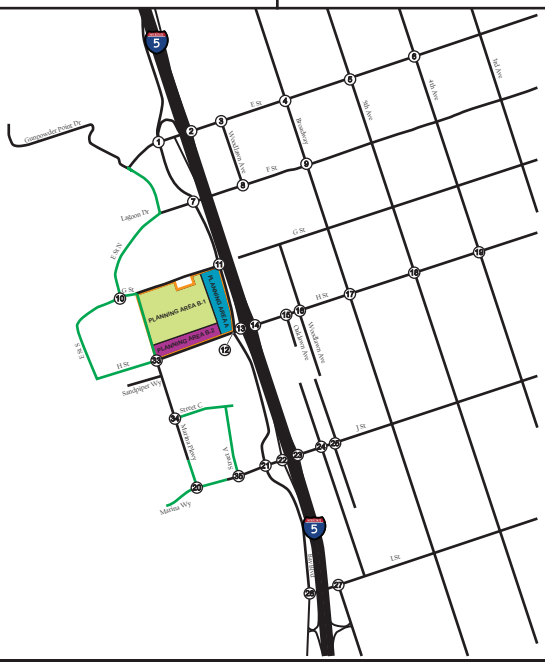
Intersection Control

F Free Movement

OVL Right-Turn Overlap

Improvements are shown in green.

Naming Convention:
North / South & East / West

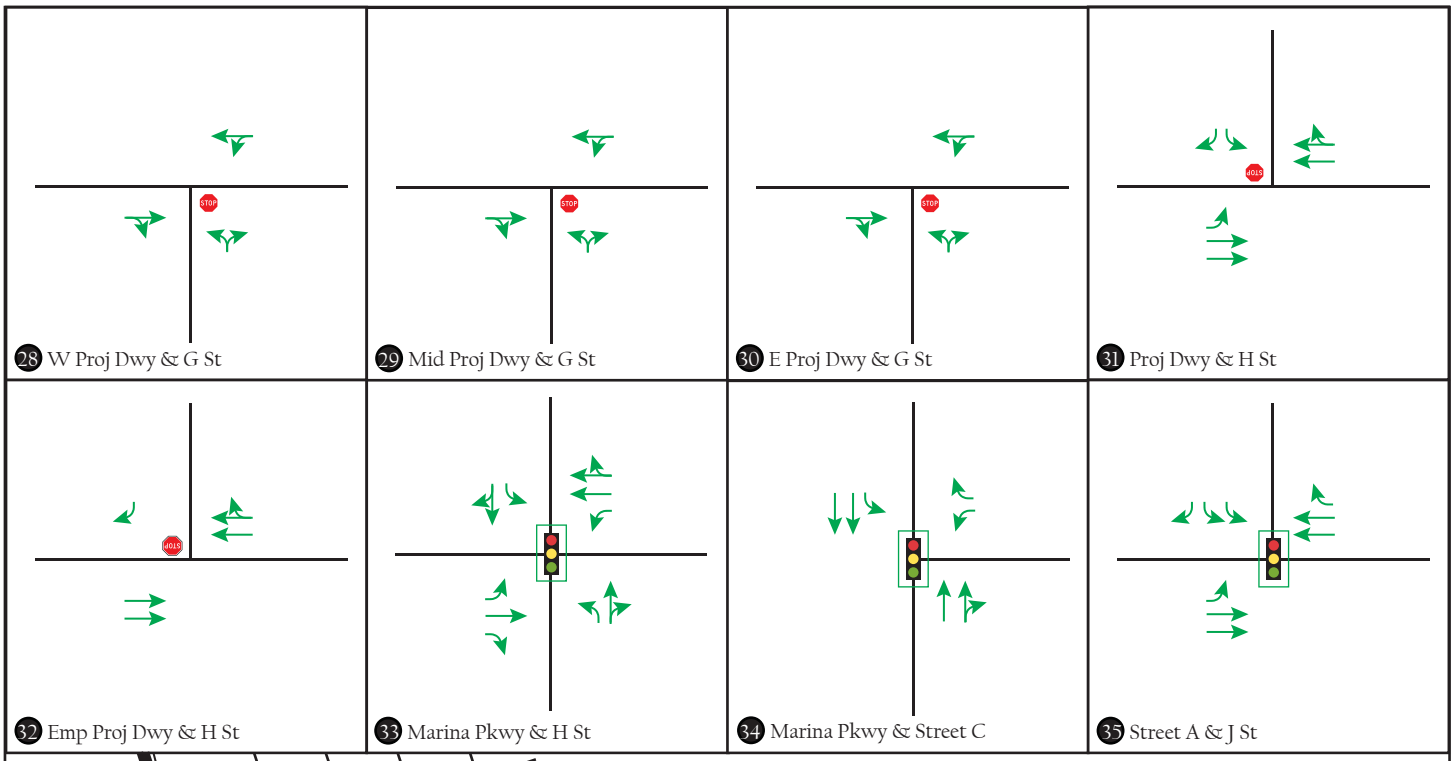


N
W E
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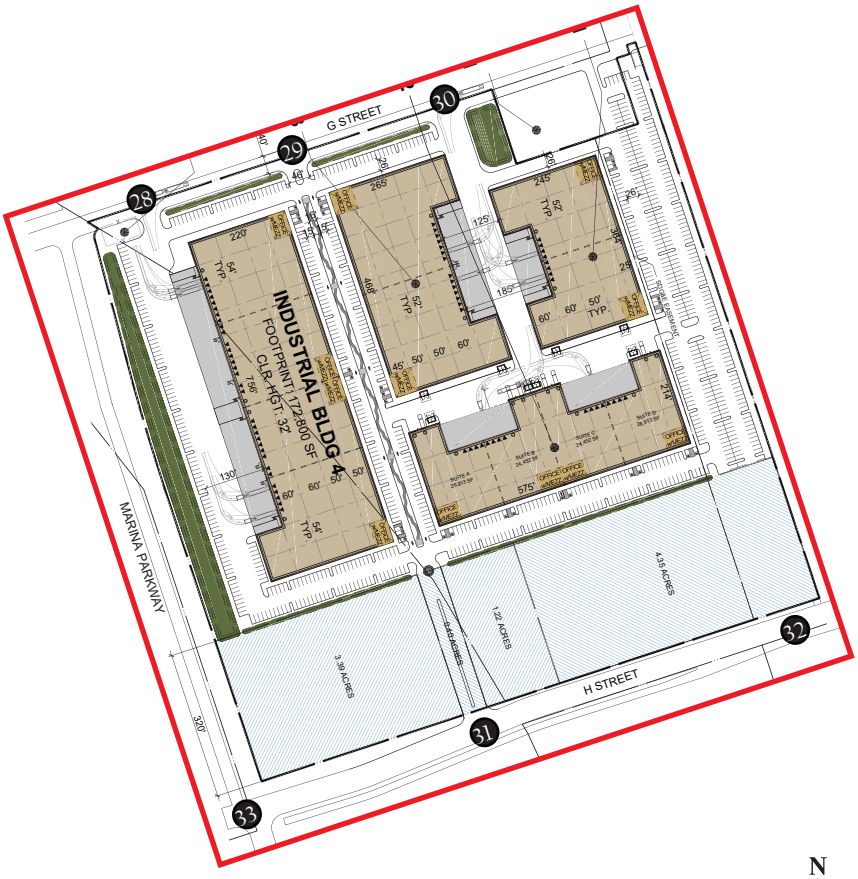
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Figure 9-1a
Opening Year 2026 Plus Total Project Intersection Geometrics







LEGEND

	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap

Improvements are shown in green.

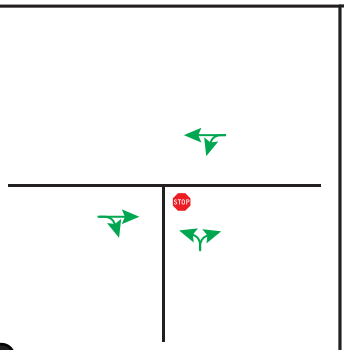
Naming Convention:
North / South & East / West

N
W E
S

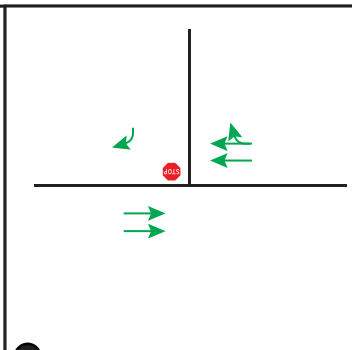
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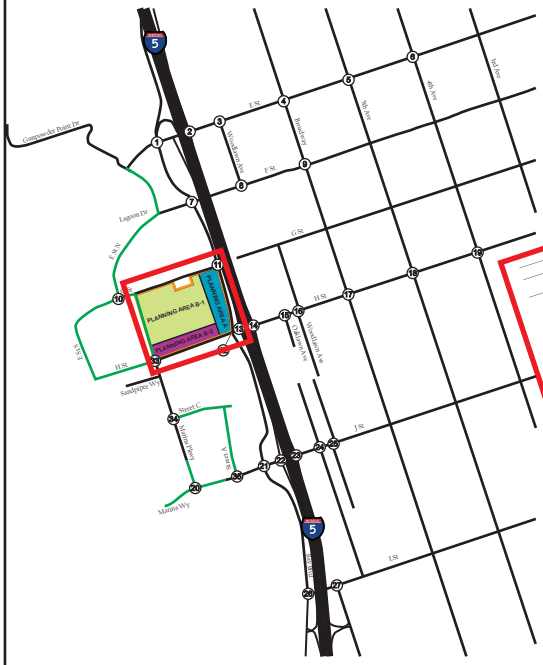
Figure 9-1b
Opening Year 2026 Plus Total Project Intersection Geometrics

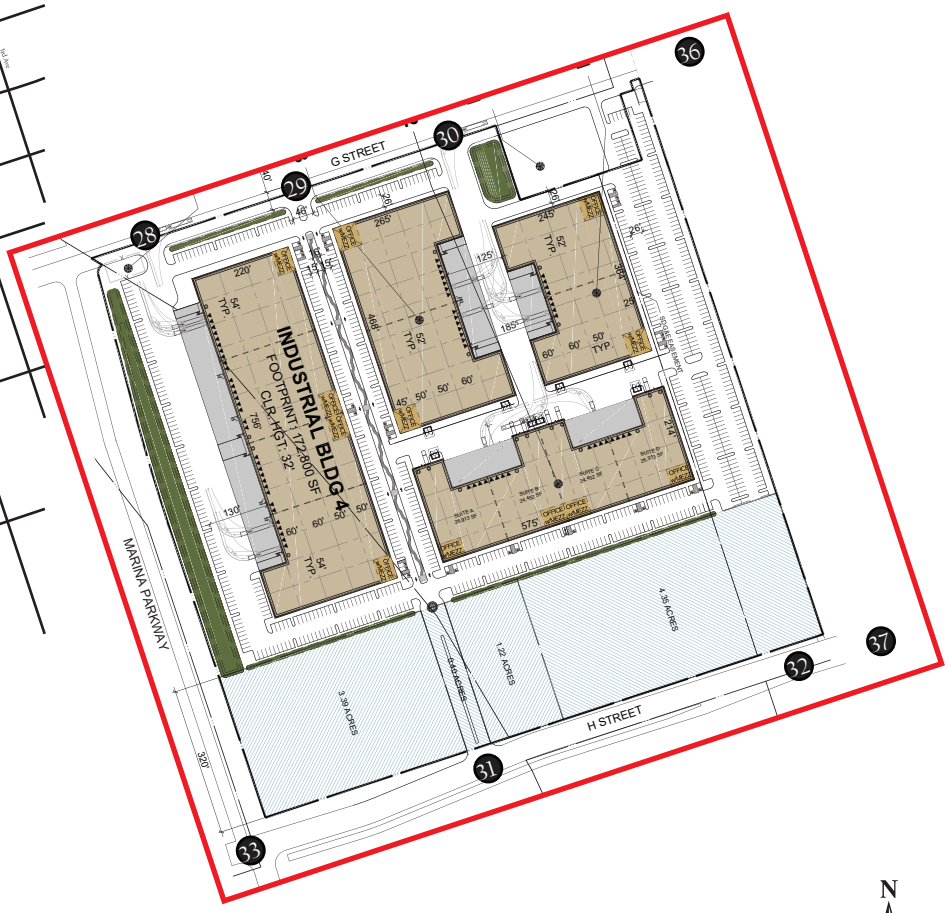


36 PA-A Proj Dwy & G St



37 PA-A Proj Dwy & H St





LEGEND

	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap

Improvements are shown in green.

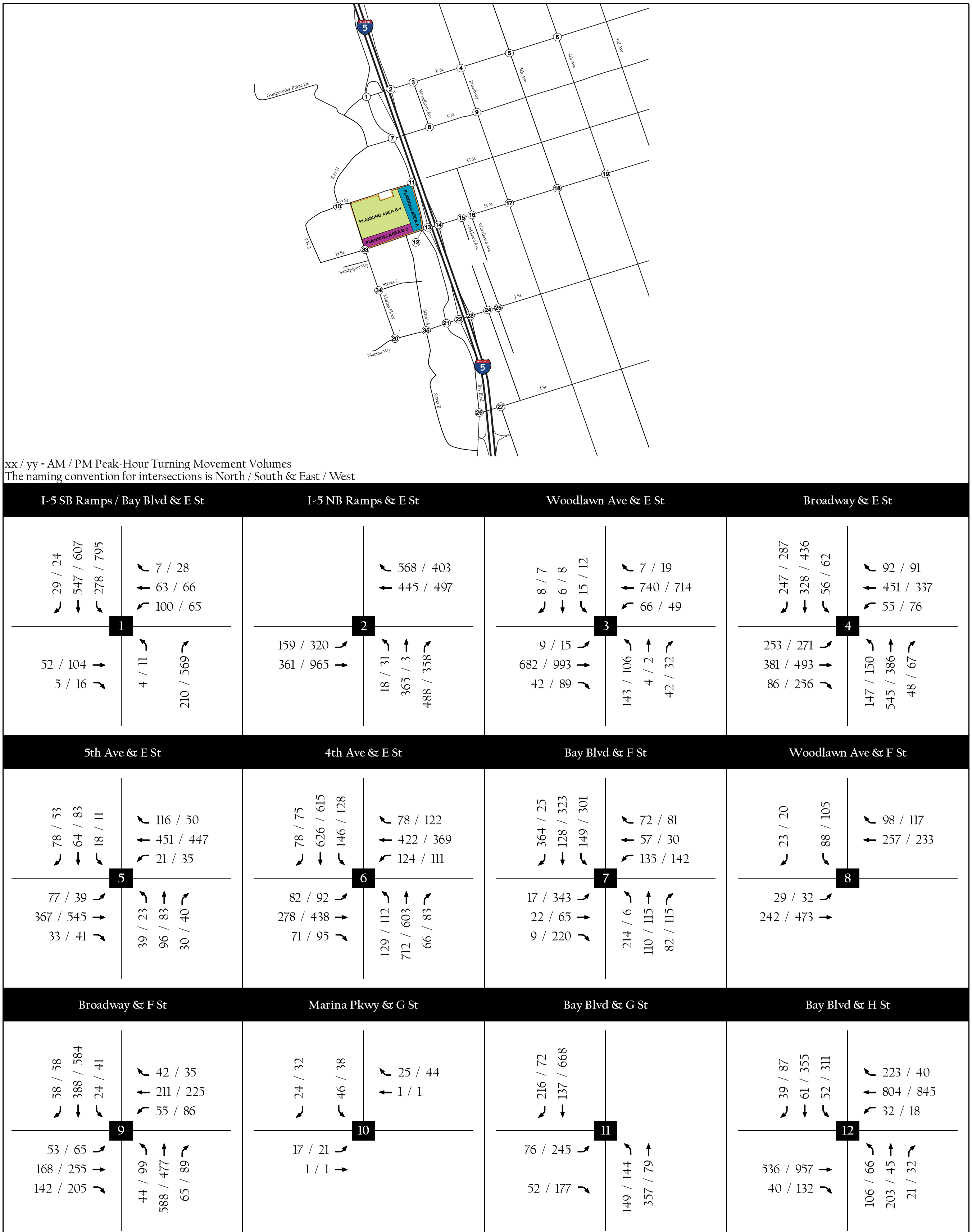
Naming Convention:
North / South & East / West

N
W E
S

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Figure 9-1c
Opening Year 2026 Plus Total Project Intersection Geometrics



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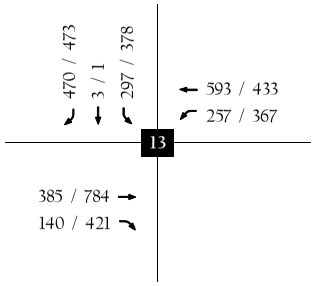
Opening Year 2026 With Project Traffic Volumes

Figure 9-2

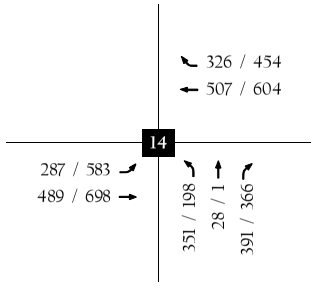


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

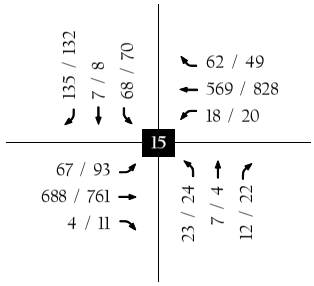
I-5 SB Ramps & H St



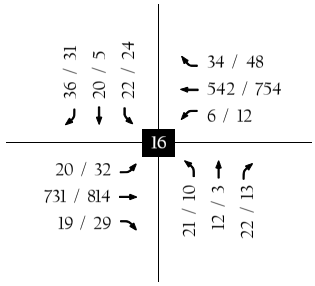
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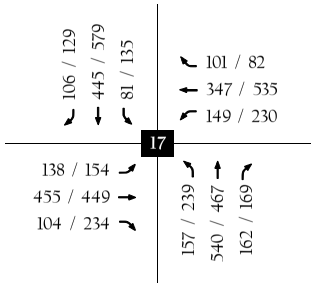
Woodlawn Ave & H St



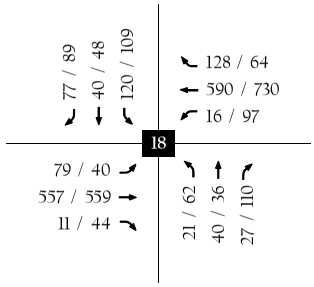
Oaklawn Ave & H St



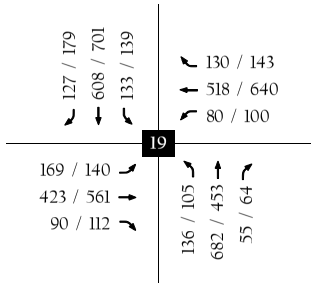
Broadway & H St



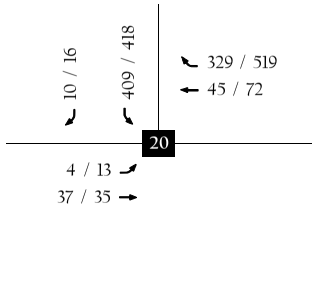
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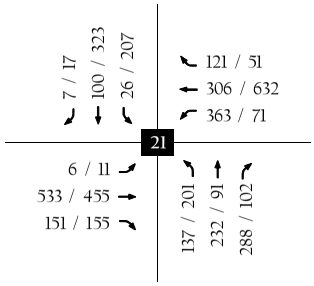
4th Ave & H St



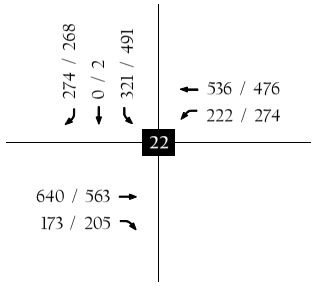
Marina Wy & Marina Pkwy



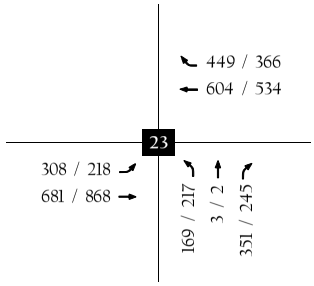
Bay Blvd & J St



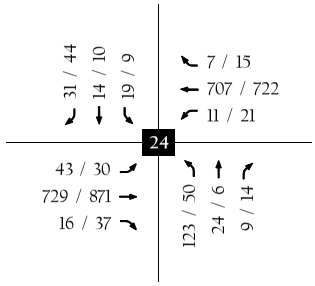
I-5 SB Ramps & J St



I-5 NB Ramps & J St



Oaklawn Ave & J St

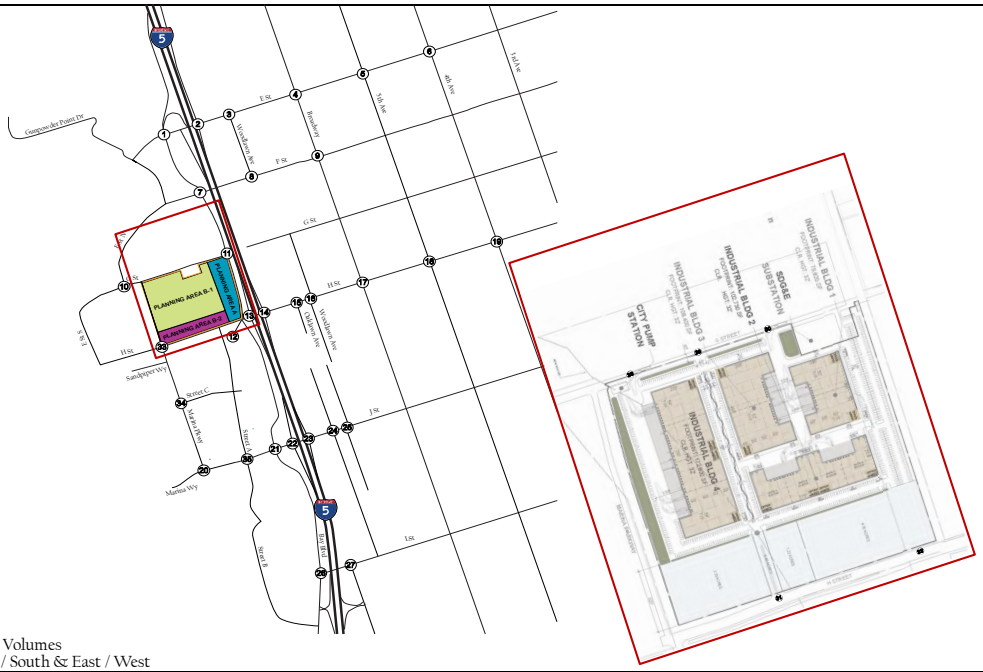


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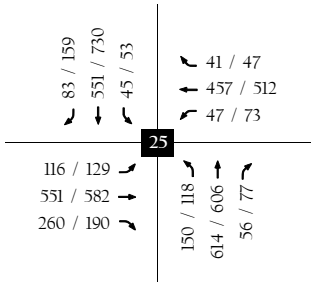
Opening Year 2026 With Project Traffic Volumes

Figure 9-2a

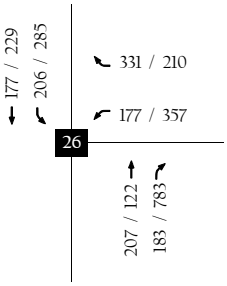


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

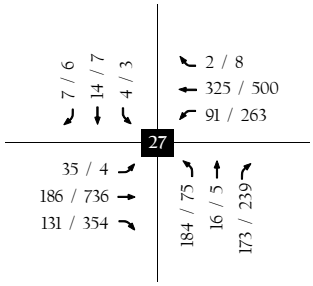
Broadway & J St



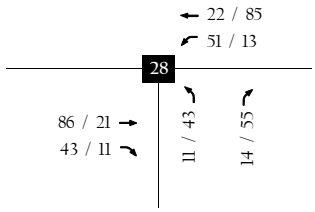
Bay Blvd & L St



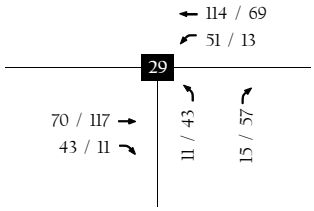
Industrial Blvd & L St



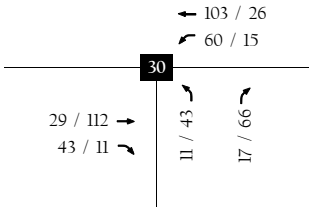
W Proj Dwy & G St



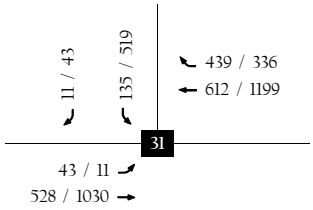
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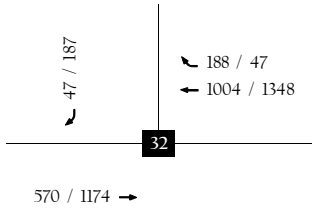
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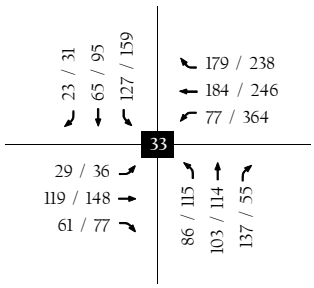
Proj Dwy & H St



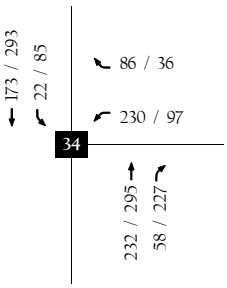
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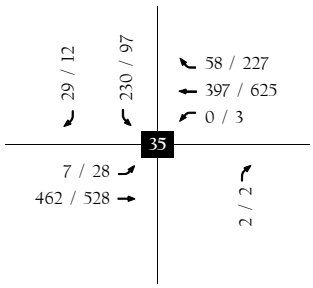
Marina Pkwy & H St



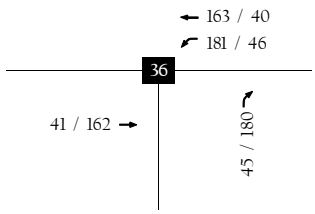
Marina Pkwy & Street C



Street A & J St



PA-A Proj Dwy & G St

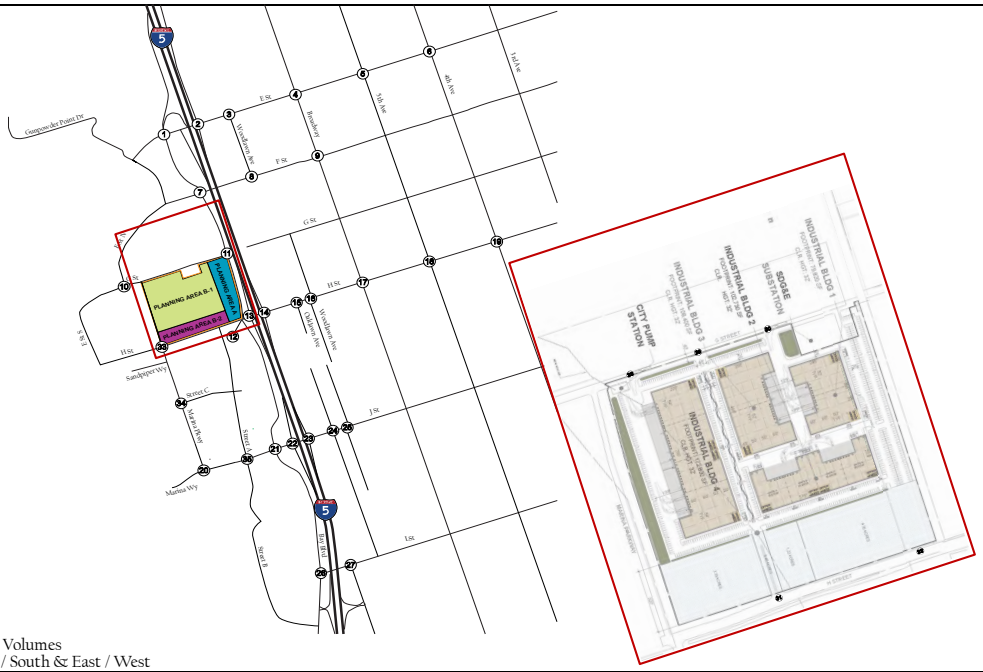


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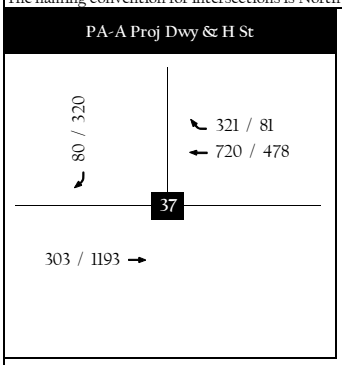
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Opening Year 2026 With Project Traffic Volumes

Figure 9-2b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



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Opening Year 2026 With Project Traffic Volumes

Figure 9-2c

9.3 Intersection Analysis

Table 9-1 displays the LOS analysis results for the study intersections under the Opening Year Plus Total Project conditions.

As shown in the table, all intersections, including the project driveways, are expected to operate at LOS D or better during the weekday peak-hours with the addition of the Total Project traffic except for the following:

2. I-5 Northbound Ramps & E Street (LOS E – AM Peak)
7. Bay Boulevard & F Street (LOS F – PM Peak)
11. Bay Boulevard & G Street (LOS F – PM Peak)
12. Bay Boulevard & H Street (LOS F – PM Peak)
14. I-5 Northbound Ramps & H Street (LOS F – PM Peak)
21. Bay Boulevard & J Street (LOS F – AM & PM Peak)
22. I-5 Southbound Ramps & J Street (LOS F – PM Peak)
23. I-5 Northbound Ramps & J Street (LOS F – AM Peak)
25. Broadway & J Street (LOS E – PM Peak)
26. Bay Boulevard & L Street (LOS F – PM Peak)
31. Project Driveway & H Street (LOS F – PM Peak)

Appendix F contains the intersection LOS worksheets.

Table 9-1
Opening Year Plus Total Project Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026		Opening Year 2026 w/Total Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	I-5 SB Ramps & E St	Signal	AM	18.7	B	20.7	C
			PM	35.7	D	38.3	D
2	I-5 NB Ramps & E St	Signal	AM	**57.1**	**E**	**56.5**	**E**
			PM	15.4	B	15.5	B
3	Woodlawn Ave & E St	Signal	AM	11.7	B	11.4	B
			PM	13.7	B	13.9	B
4	Broadway & E St	Signal	AM	42.8	D	43.2	D
			PM	48.1	D	49.2	D
5	Fifth Ave & E St	Signal	AM	17.5	B	17.0	B
			PM	15.3	B	14.9	B
6	Fourth Ave & E St	Signal	AM	40.1	D	40.0	D
			PM	40.4	D	40.4	D
7	Bay Blvd & F St	AWSC	AM	17.9	C	25.0	C
			PM	31.6	D	**40.8**	**E**
8	Woodlawn Ave & F St	AWSC	AM	9.5	A	9.9	A
			PM	11.2	B	12.3	B
9	Broadway & F St	Signal	AM	40.0	D	39.7	D
			PM	42.0	D	41.9	D
10	Marina Pkwy & G St	OWSC	AM	n/a[4]			
			PM				
11	Bay Blvd & G St	OWSC	AM	16.3	C	31.2	D
			PM	22.3	C	**› 300**	**F**
12	Bay Blvd & H St	Signal	AM	22.1	C	38.5	D
			PM	38.0	D	**203.6**	**F**
13	I-5 SB Ramps & H St	Signal	AM	21.9	C	23.0	C
			PM	34.1	C	32.1	C
14	I-5 NB Ramps & H St	Signal	AM	13.5	B	16.9	B
			PM	22.3	C	**97.0**	**F**
15	Woodlawn Ave & H St	Signal	AM	19.1	B	18.2	B
			PM	15.8	B	15.5	B
16	Oaklawn Ave & H St	Signal	AM	30.6	C	29.9	C
			PM	26.3	C	25.5	C

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

Table 9-1
Opening Year Plus Total Project Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026		Opening Year 2026 w/Total Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
17	Broadway & H St	Signal	AM	31.1	C	31.5	C
			PM	32.9	C	33.4	C
18	Fifth Ave & H St	Signal	AM	44.3	D	46.0	D
			PM	19.0	B	18.8	B
19	Fourth Ave & H St	Signal	AM	44.9	D	44.9	D
			PM	38.5	D	38.4	D
20	Marina Pkwy & Marina Wy	Signal	AM	7.5	A	7.9	A
			PM	10.0	A	11.4	B
21	Bay Blvd & J St[3]	AWSC	AM	**107.2**	**F**	**164.5**	**F**
			PM	**65.5**	**F**	**105.7**	**F**
22	I-5 SB Ramps & J St	Signal	AM	50.2	D	49.7	D
			PM	30.9	C	**87.7**	**F**
23	I-5 NB Ramps & J St	Signal	AM	**111.9**	**F**	**112.0**	**F**
			PM	20.2	C	42.8	D
24	Oaklawn Ave & J St	AWSC	AM	25.9	D	28.8	D
			PM	23.3	C	26.6	D
25	Broadway & J St	Signal	AM	50.6	D	52.5	D
			PM	51.8	D	**56.7**	**E**
26	Bay Blvd & L St	AWSC	AM	12.9	B	14.7	B
			PM	**154.8**	**F**	**166.1**	**F**
27	Industrial Blvd & L St	Signal	AM	12.2	B	12.6	B
			PM	45.1	D	48.0	D
28	W Proj Dwy & G St	OWSC	AM	n/a[5]		9.5	A
			PM			9.3	A
29	Mid Proj Dwy & G St	OWSC	AM	n/a[5]		9.7	A
			PM			10.0	A
30	E Proj Dwy & G St	OWSC	AM	n/a[5]		9.5	A
			PM			9.8	A
31	Proj Dwy & H St	OWSC	AM	n/a[5]		**36.6**	**E**
			PM			**› 300**	**F**
32	Emp Proj Dwy & H St	OWSC	AM	n/a[5]		14.9	B
			PM			28.6	D

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes in order to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

Table 9-1
Opening Year Plus Total Project Peak Hour Intersection LOS Summary (cont.)

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026		Opening Year 2026 w/Total Proj	
				Delay[1]	LOS[2]	Delay[1]	LOS[2]
33	Marina Pkwy & H St	Signal	AM	17.5	B	19.5	B
			PM	19.2	B	23.0	C
34	Marina Pkwy & Street C	Signal	AM	8.9	A	8.9	A
			PM	8.4	A	8.4	A
35	Street A & J St	Signal	AM	7.0	A	7.1	A
			PM	7.0	A	7.1	A
36	PA-A Proj Dwy & G St	OWSC	AM	n/a[5]		8.7	A
			PM			18.0	C
37	PA-A Proj Dwy & H St	OWSC	AM	n/a[5]		14.5	B
			PM			10.6	B

Notes:
AWSC: All-Way Stopped Control, OWSC: One-Way Stopped Control, Signal: Traffic Signal
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. The westbound approach was modified with a maximum of three approach lanes to comply with HCM6 methodology.
4. This intersection was removed from the analysis since it fell below the 50 peak-hour trip threshold warranting analysis.
5. The intersection will be constructed as part of the project.

9.4 Project Fair Share

Table 9-2 summarizes the Project's fair share of new traffic added to the intersections that would operate at LOS E or F under the Opening Year Plus Total Project conditions. As shown in the table, the Project would contribute between 2.1 percent and 58.2 percent at the affected intersections under the Opening Year Plus Total Project scenario.

Table 9-2
Opening Year Plus Total Project Fair Share

#	Intersection	Peak Hour	Opening Year Plus Total Proj		
			Traffic Volumes[1]		
			Proj	Total	% Proj
2	I-5 NB Ramps & E St	AM	54	2,396	2.3%
		PM	55	2,568	2.1%
7	Bay Blvd & F St	AM	80	1,329	6.0%
		PM	106	1,737	6.1%
11	Bay Blvd & G St	AM	266	947	28.1%
		PM	406	1,345	30.2%
12	Bay Blvd & H St	AM	501	1,939	25.8%
		PM	738	2,712	27.2%
14	I-5 NB Ramps & H St	AM	212	2,309	9.2%
		PM	337	2,811	12.0%
21	Bay Blvd & J St[3]	AM	165	2,214	7.5%
		PM	210	2,258	9.3%
22	I-5 SB Ramps & J St	AM	53	2,148	2.5%
		PM	61	2,260	2.7%
23	I-5 NB Ramps & J St	AM	50	2,547	2.0%
		PM	55	2,435	2.3%
25	Broadway & J St	AM	44	2,956	1.5%
		PM	53	3,261	1.6%
26	Bay Blvd & L St	AM	108	1,241	8.7%
		PM	145	1,947	7.4%
31	Proj Dwy & H St	AM	764	1,650	46.3%
		PM	1,689	2,904	58.2%

Notes:
Only intersections that would operate at LOS E or F with the Project are shown in the table.
The fair share calculations are based on actual traffic volumes and do not include PCE adjustments.

9.5 Improvements

Table 9-3 summarizes the proposed improvements at the affected intersections under the Opening Year Plus Total Project conditions. **Figure 9-3** illustrates the proposed improvements at the affected intersections.

As shown in the table, the Project would be fully responsible for signalizing the Bay Boulevard & G Street and Project Driveway & H Street intersections and retiming the signals at the I-5 Northbound Ramps & E Street, Bay Boulevard & H Street, I-5 Northbound Ramps & H Street, and I-5 Northbound and Southbound Ramps & J Street intersections. The Project would contribute its fair share towards the construction of a traffic signal or roundabout at the Bay Boulevard & F Street. The Project would contribute its fair share towards the construction of a traffic signal at the J Street and L Street intersections with Bay Boulevard. All proposed improvements would achieve LOS D or better conditions during both peak periods except for the roundabout at Bay Boulevard & F Street. **Appendix J** contains the intersection LOS worksheets with the improvements.

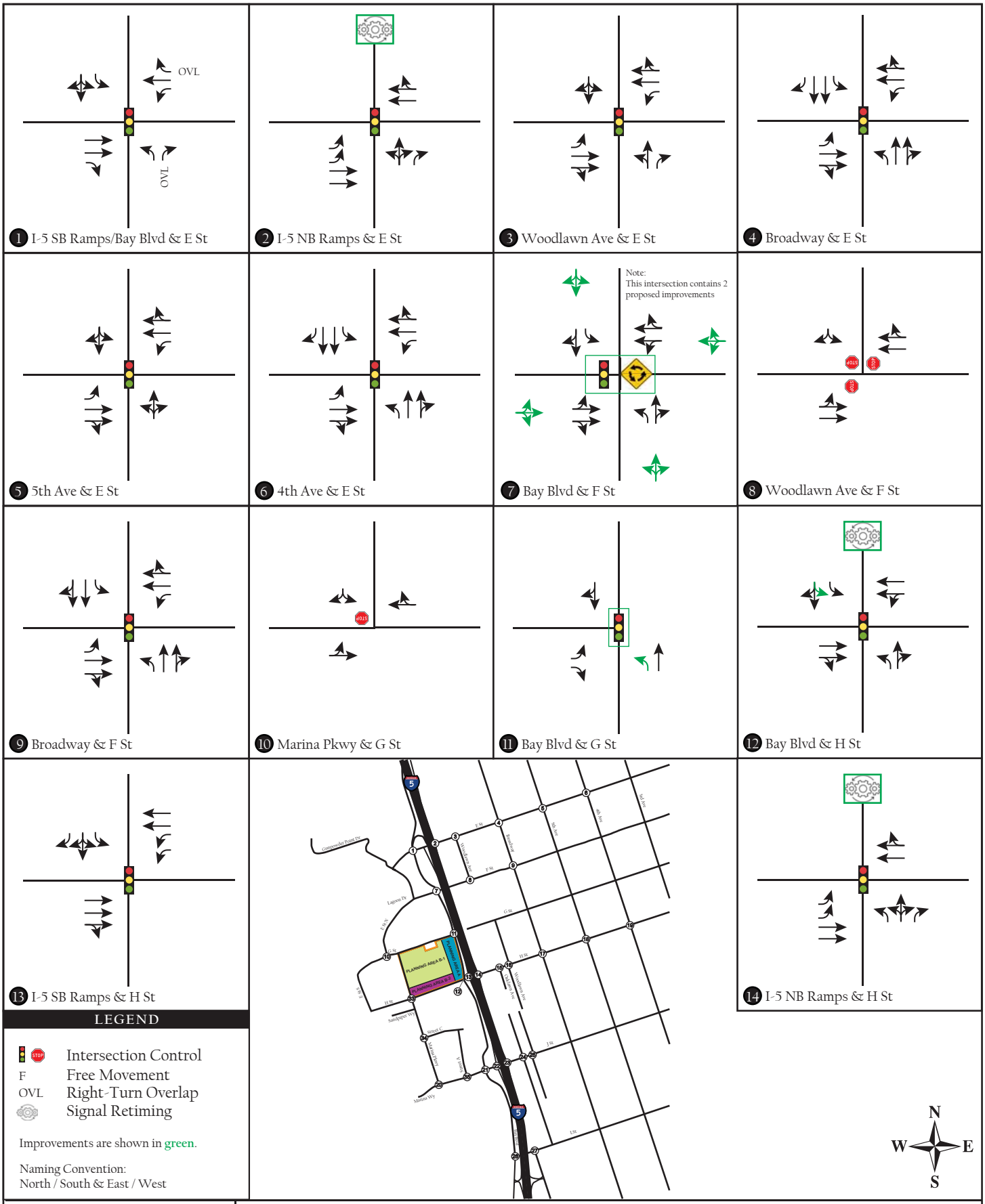
Table 9-3
Opening Year Plus Total Project Improvements

#	Intersection	Traffic Control	Peak Hour	Opening Year 2026 w/Total Proj		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
2	I-5 NB Ramps & E St	Signal	AM	**56.5**	E	45.3	D	-11.0	Signal retiming	100%
			PM	15.5	B	15.5	B	0.0		
7	Bay Blvd & F St	AWSC	AM	25.0	C	8.6	A	-16.4	Signalize intersection	Fair Share
			PM	**40.8**	E	30.7	C	-10.1		
7	Bay Blvd & F St	AWSC	AM	25.0	C	15.7	C	-9.3	Construct roundabout[6]	Fair Share
			PM	**40.8**	E	**57.3**	F	16.5		
11	Bay Blvd & G St	OWSC	AM	31.2	D	9.9	A	-21.3	Signalize intersection	100%
			PM	**› 300**	F	28.5	C	-›300		
12	Bay Blvd & H St	Signal	AM	38.5	D	22.5	C	-16.0	Restripe SB approach Signal retiming[7]	100%
			PM	**203.6**	F	36.2	D	-167.4		
14	I-5 NB Ramps & H St	Signal	AM	16.9	B	15.7	B	-1.2	Signal retiming	100%
			PM	**97.0**	F	25.1	C	-71.9		
21	Bay Blvd & J St	AWSC	AM	**164.5**	F	36.3	D	-128.2	Signalize intersection[4]	Fair Share
			PM	**105.7**	F	24.4	C	-81.3		
22	I-5 SB Ramps & J St	Signal	AM	49.7	D	22.3	C	-27.4	Signal retiming	100%
			PM	**87.7**	F	31.6	C	-56.1		
23	I-5 NB Ramps & J St	Signal	AM	**112.0**	F	53.5	D	-58.5	Signal retiming	100%
			PM	42.8	D	25.0	C	-17.8		
25	Broadway & J St	Signal	AM	52.5	D	52.5	D	0.0	Signal retiming	100%
			PM	**56.7**	E	39.7	D	-17.0		
26	Bay Blvd & L St	AWSC	AM	14.7	B	11.9	B	-2.8	Signalize intersection[5]	Fair Share
			PM	**166.1**	F	25.8	C	-140.3		

Table 9-3
Opening Year Plus Total Project Improvements (cont.)

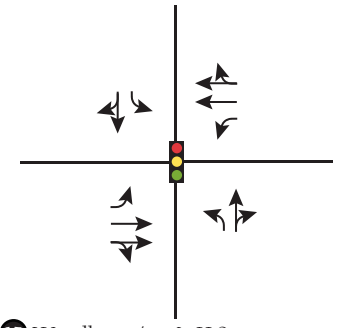
#	Intersection	Traffic Control	Peak Hour	Opening Year 2026 w/Total Proj		With Improvements		Δ	Improvement	Project Responsibility[3]
				Delay[1]	LOS[2]	Delay[1]	LOS[2]			
31	Proj Dwy & H St	OWSC	AM	36.6	E	9.8	A	-26.8	Signalize intersection	100%
			PM	>300	F	36.0	D	->300		

Notes:
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 11.
3. Based on the criteria shown in Table 2-4.
4. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #5.
5. The signal installation corresponds with the Bayfront Transportation Development Impact Fee Nexus Study projects BAY-28 #6.
6. Improvement is based on the 30% conceptual design and includes 1-lane approaches on all legs. The feasibility of expanding the roundabout and other operational issues is subject to City review and confirmation.
7. Improvement is considered a conceptual design whose feasibility, including adequacy of turn bay storage and other operational issues is subject to City review and confirmation.

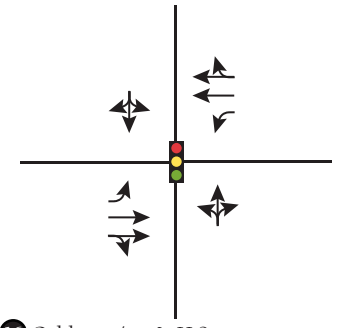


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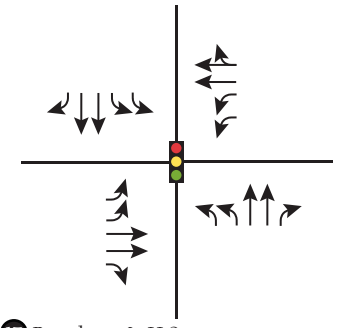
Figure 9-3
Opening Year 2026 Plus Total Project Intersection Geometrics With Improvements



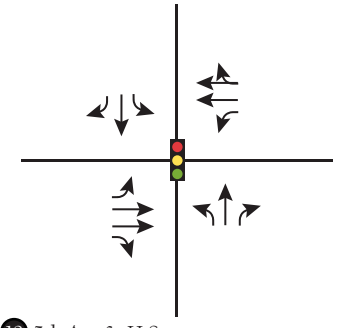
15 Woodlawn Ave & H St



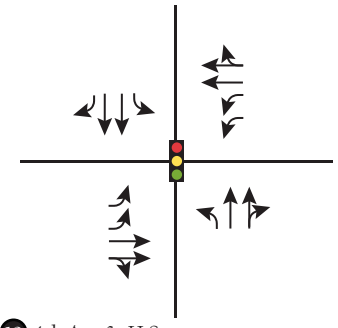
16 Oaklawn Ave & H St



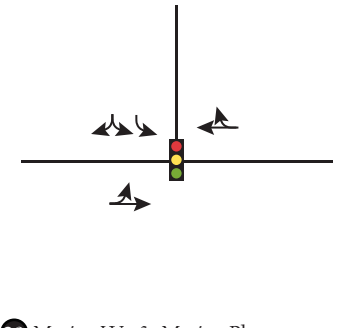
17 Broadway & H St



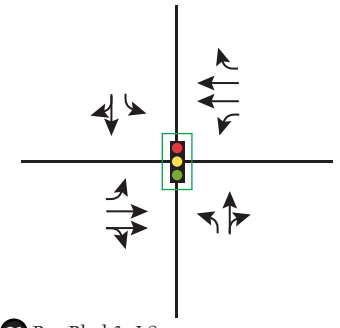
18 5th Ave & H St



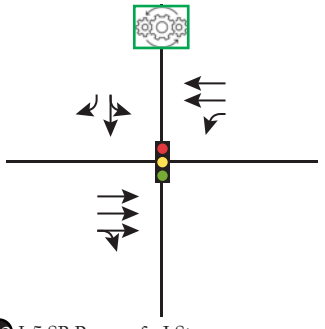
19 4th Ave & H St



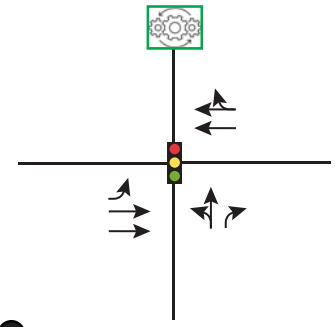
20 Marina Wy & Marina Pkwy



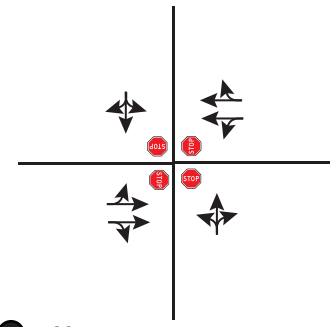
21 Bay Blvd & J St



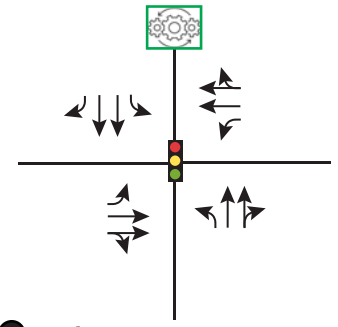
22 I-5 SB Ramps & J St



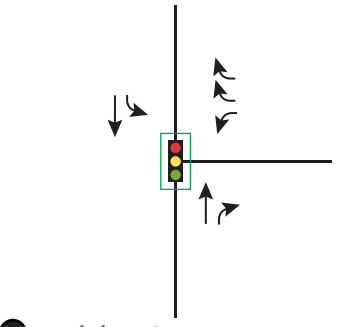
23 I-5 NB Ramps & J St



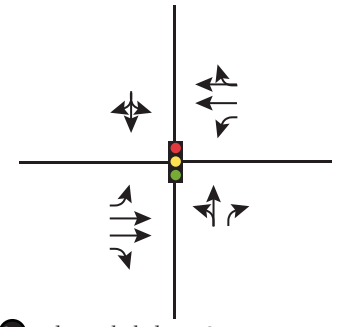
24 Oaklawn Ave & J St



25 Broadway & J St



26 Bay Blvd & L St



27 Industrial Blvd & L St

LEGEND

	Intersection Control
F	Free Movement
OVL	Right-Turn Overlap
	Signal Retiming

Improvements are shown in green.

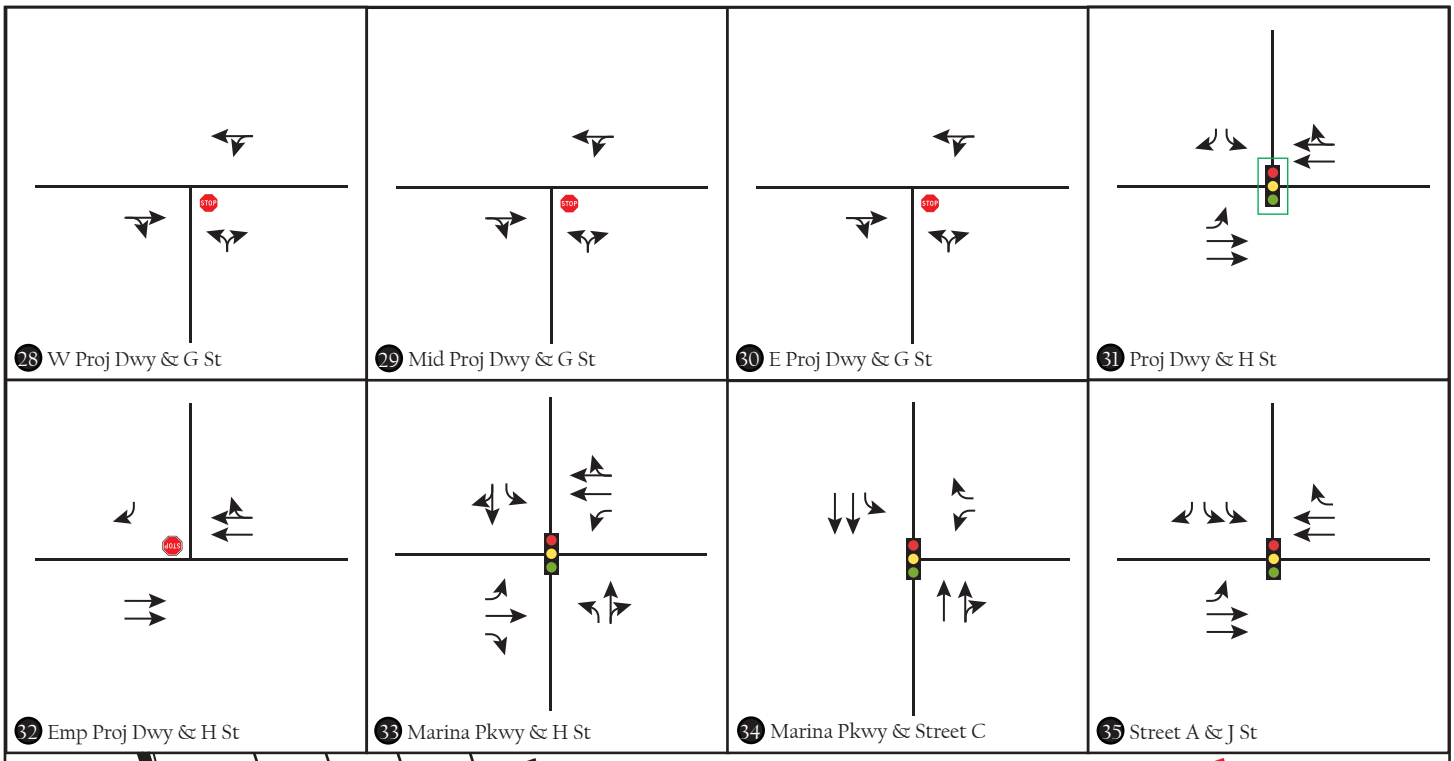
Naming Convention:
North / South & East / West

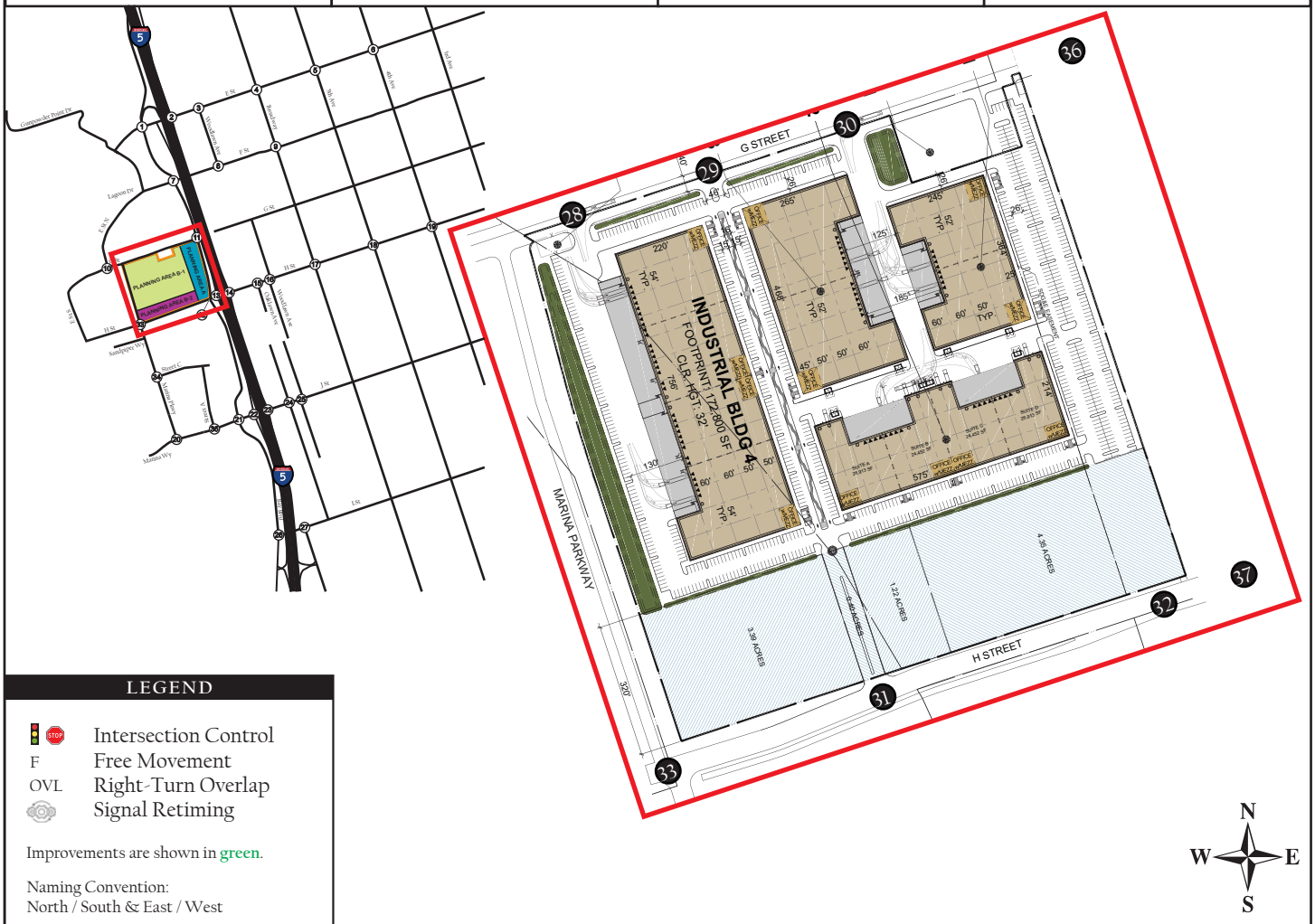


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W E
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Figure 9-3a
Opening Year 2026 Plus Total Project Intersection Geometrics With Improvements





LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Signal Retiming

Improvements are shown in green.

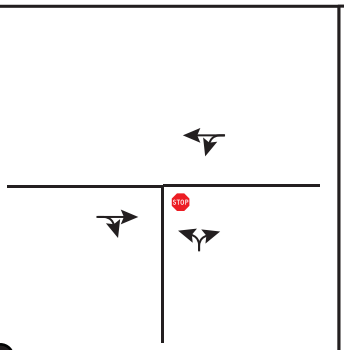
Naming Convention:
North / South & East / West

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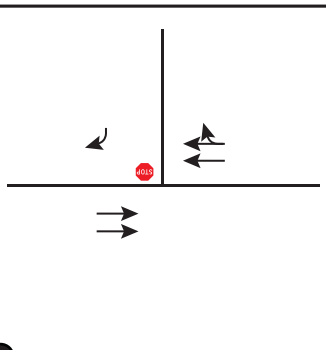
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Figure 9-3b
Opening Year 2026 Plus Total Project Intersection Geometrics With Improvements

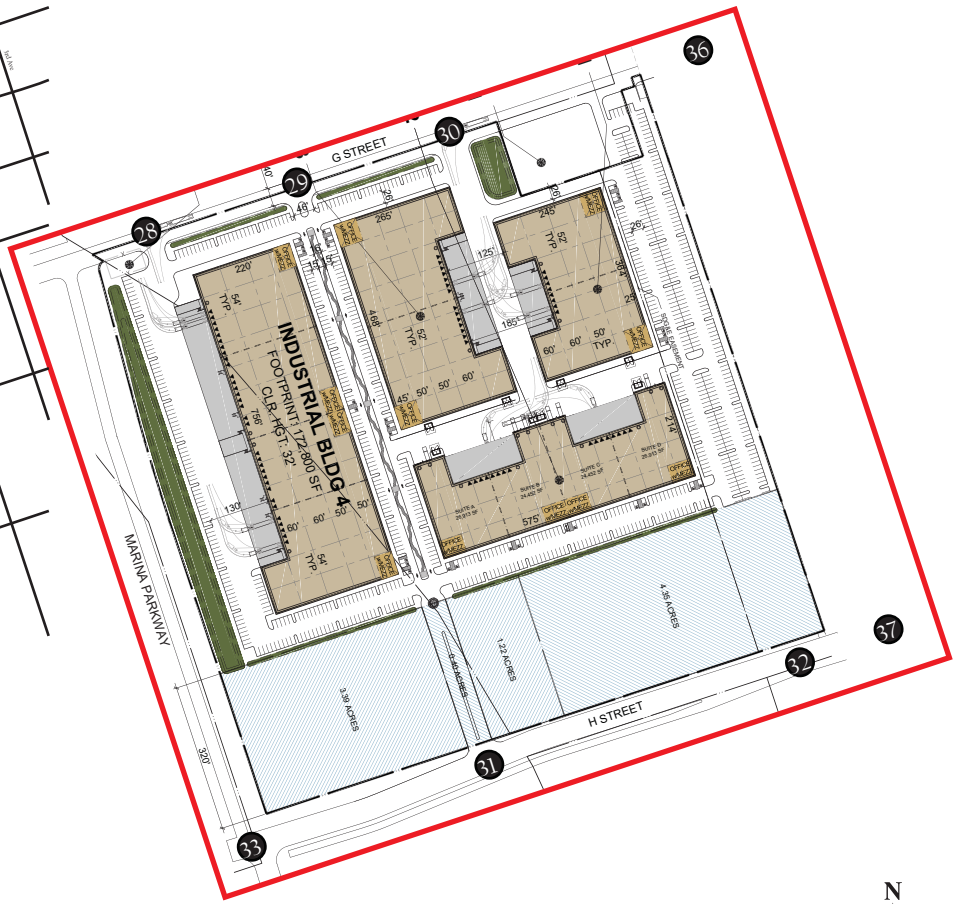


36 PA-A Proj Dwy & G St



37 PA-A Proj Dwy & H St





LEGEND

- Intersection Control
- F — Free Movement
- OVL — Right-Turn Overlap
- Signal Retiming

Improvements are shown in green.

Naming Convention:
North / South & East / West

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Figure 9-3c
Opening Year 2026 Plus Total Project Intersection Geometrics With Improvements

9.6 Signal Warrants

The signal warrant analysis was performed at the locations where a traffic signal is proposed using the criteria outlined in Chapter 4C of the *California Manual on Uniform Traffic Control Devices (MUTCD) 2014, Revision 7* for Warrant 3, Peak-Hour. It should be noted that the signal warrant analysis was not performed where the intersection would operate at an acceptable LOS. **Table 9-4** summarizes the results of the peak-hour signal warrant analyses under the Total Project traffic scenarios.

As shown in the table, the traffic signal warrant was satisfied using the peak-hour traffic volume criteria under the Existing Plus Total Project Traffic scenario at three of the five intersections for a minimum of one of the peak-hours. Under the Opening Year With Total Project scenario, all intersections would satisfy the peak-hour signal warrant for a minimum of one of the peak-hours.

Appendix K contains the signal warrant analyses worksheets and supporting data.

Table 9-4
Total Project Traffic Peak-Hour Traffic Signal Warrant Analysis Summary

#	Intersection	Peak Hour	Warrant 3 Met?[1]	
			Existing Plus Total Proj	Opening Year 2026 w/Total Proj
7	Bay Blvd & F St	AM	n/a[2]	No
		PM		Yes
11	Bay Blvd & G St	AM	n/a[2]	No
		PM		Yes
21	Bay Blvd & J St	AM	Yes	Yes
		PM	No	Yes
26	Bay Blvd & L St	AM	Yes	Yes
		PM	Yes	Yes
31	Proj Dwy & H St	AM	No	No
		PM	Yes	Yes

Notes:
1. The signal warrant analysis was performed using the criteria outlined in Chapter 4C of the *CA MUTCD 2014* for Warrant 3, Peak-Hour.
2. The intersection would operate at an acceptable LOS.

9.7 Queuing Analysis

A queuing analysis was performed at the Bay Boulevard & G Street and Project Driveway & H Street intersections where a traffic signal is being proposed to determine the appropriate turn pocket lengths. The queue length reported is the 95th percentile queue length, which represents the queue length where 95 percent of the queue lengths fall and only would be exceeded 5 percent of the time. **Table 9-5** summarizes the results of the queuing analyses.

Table 9-5
Opening Year Plus Total Project Queuing Analysis Summary

Intersection	Peak Hour	Movement	Storage Length (ft)[1]	Queue Length (ft)[2] Opening Year Plus Total Proj
11 Bay Blvd & G St	AM	NB LT	280	96
	PM			194
	AM	EB LT	150	53
	PM			**266**
	AM	EB RT	150	23
	PM			55
31 Proj Dwy & H St	AM	EB LT	170	40
	PM			29
	AM	SB LT	325	79
	PM			**604**
	AM	SB RT	325	10
	PM			26

Notes:
Values shown in **bold** indicate movements where the queue length exceeds the available storage length.
1. The storage length was based on the latest site plan prepared for the project and/or conceptual plans for the traffic signal.
2. The queue length shown represents the 95th percentile queue length for each respective movement and reported from Synchro 11.

As shown in the table, the 95th percentile queue lengths would be contained within the respective turn pockets except for the following movement:

- Bay Boulevard & G Street: Eastbound left-turn lane
- Project Driveway & H Street: Southbound left-turn lane

The 95th percentile queue length is estimated to surpass the allocated storage space by 116 feet along G Street and 279 feet along the Project Driveway. At the Bay Boulevard & G Street intersection, the queues extending past the turn pocket could be accommodated in the adjacent lane as queues are only 55 feet.

At the Project Driveway & H Street intersection, the queues extending past the upstream intersection could be accommodated along the side streets. No queues are expected to extend back onto the public right-of-way.

Appendix L contains the queuing analyses worksheets.

10 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following list summarizes the key findings for the Project:

- The Project is a Specific Plan and consists of 3 planning areas:
  - Planning Area A
  - Planning Area B-1
  - Planning Area B-2
- The LMA focuses on the project-level analysis of Planning Area B-1 (Project) and programmatic-level analysis of Planning Areas A and B-2 (Total Project).
- The study area consists of 30 intersections and 5 project driveways with the addition of the Project. The study area is expanded to 30 intersections and 7 project driveways with the addition of the Total Project.
- The Project is estimated to generate 7,520 daily trips with 903 AM peak-hour trips and 903 PM peak-hour trips. After applying the existing trip credits, the project is estimated to generate a net total of 5,115 daily trips with 446 AM peak-hour trips and 442 PM peak-hour trips.
- The Project is estimated to generate a total of 8,501 daily trips with 1,065 AM peak-hour trips and 1,065 PM peak-hour trips with the PCE adjustments. After applying the existing trip credits, the project is estimated to generate a net total of 6,096 daily trips with 608 AM peak-hour trips and 584 PM peak-hour trips.
- The Total Project is estimated to generate a net total of 11,464 daily trips with 656 AM peak-hour trips and 882 PM peak-hour trips.
- The Total Project is estimated to generate a total of 12,858 daily trips with 888 AM peak-hour trips and 1,114 PM peak-hour trips with the PCE adjustments.
- Six cumulative projects were identified and included in the Opening Year scenario.
- The Existing Plus Project and Existing Plus Total Project scenarios were evaluated to isolate the Project's effects and does not rely on other capacity improvements by other projects.
- All intersections and project driveways in the study area are expected to operate at an acceptable LOS D or better under the Opening Year with Project scenario except at 10 locations.
- All intersections and project driveways in the study area are expected to operate at an acceptable LOS D or better under the Opening Year with Total Project scenario except at 11 locations.
- With the addition of the Project, the fair share percentage would range between 1.0 percent and 38.5 percent. With the addition of the Total Project, the fair share percentage would range between 1.5 percent and 86.9 percent. To allow the most flexibility for the Project, the Existing Plus Project and Existing Plus Total Project scenarios were used to determine the project improvements and responsibility.
- The Existing Plus Project scenario resulted in two intersections where improvements were required to achieve an acceptable LOS.
  - I-5 SB Ramps & J Street: Signal retiming (100%)
  - Bay Boulevard & L Street: Signalize intersection (Fair Share)
- The Existing Plus Total Project scenario resulted in five intersections where improvements were required to achieve an acceptable LOS.
  - Bay Boulevard & H Street: Signal retiming (100%)

    - Bay Boulevard & J Street: Signalize intersection (Fair Share)
    - I-5 SB Ramps & J Street: Signal retiming (100%)
    - Bay Boulevard & L Street: Signalize intersection (Fair Share)
    - Project Driveway & H Street: Signalize intersection (100%)
- Three additional scenarios were evaluated, which were a percentage of the Total Project to establish trip generation budgets for various levels of development for Planning Areas A and B-2.
- The Scenario 1 Net Total Project is estimated to generate a net total of 11,844 daily trips with 846 AM peak-hour trips and 1,035 PM peak-hour trips.
- The Scenario 2 Net Total Project is estimated to generate a net total of 10,829 daily trips with 805 AM peak-hour trips and 955 PM peak-hour trips.
- The Scenario 3 Net Total Project is estimated to generate a net total of 9,815 daily trips with 762 AM peak-hour trips and 876 PM peak-hour trips.
- The Existing Plus Scenario 1 Total Project scenario resulted in five intersections where improvements were required to achieve an acceptable LOS.
    - Bay Boulevard & H Street: Signal retiming (100%)
    - Bay Boulevard & J Street: Signalize intersection (Fair Share)
    - I-5 SB Ramps & J Street: Signal retiming (Fair Share)
    - Bay Boulevard & L Street: Signalize intersection (Fair Share)
    - Project Driveway & H Street: Signalize intersection (100%)
- The Existing Plus Scenario 2 Total Project scenario resulted in five intersections where improvements were required to achieve an acceptable LOS.
    - Bay Boulevard & H Street: Signal retiming (100%)
    - Bay Boulevard & J Street: Signalize intersection (Fair Share)
    - I-5 SB Ramps & J Street: Signal retiming (Fair Share)
    - Bay Boulevard & L Street: Signalize intersection (Fair Share)
    - Project Driveway & H Street: Signalize intersection (100%)
- The Existing Plus Scenario 3 Total Project scenario resulted in four intersections where improvements were required to achieve an acceptable LOS.
    - Bay Boulevard & J Street: Signalize intersection (Fair Share)
    - I-5 SB Ramps & J Street: Signal retiming (Fair Share)
    - Bay Boulevard & L Street: Signalize intersection (Fair Share)
    - Project Driveway & H Street: Signalize intersection (100%)
- The Bay Boulevard intersections at F Street, G Street, J Street, and L Street and the Project Driveway & H Street intersection all met the peak-hour signal warrant analysis under the Opening Year 2026 With Project and Total Project scenarios.
- The 95th percentile queue lengths at the two project driveways off G Street and H Street where a traffic signal is being proposed were all contained in the respective turn pockets and/or are accommodated in the adjacent lanes/internal side streets.
- The improvements identified in this LMA are recommendations and the final improvement plan and project funding responsibility will be defined and documented in a separate Rohr/Wohl Specific Plan Transportation Conditions of Approval memo.

This LMA has been prepared in accordance with the *City's TSG*. The proposed Project will not result in any deficient facilities in the study area after the implementation of various improvements shown above and no additional improvements are required or recommended of the proposed Project.

Appendix A

Project Information Form (PIF)

APPENDIX A

Project Information Form for Transportation Studies

The Project Information Form (PIF) is to be completed by the applicant. The PIF is subject to change as new project information arises.

General Project Information and Description

Owner/Applicant Information

Name:	PSIP Wohl Bay Boulevard, LLC
Address:	2251 San Diego Ave, Suite A247, San Diego, CA 92110
Phone Number:	619-296-4113
Email:	emil@wohlproperty.com

Project Information

Project Name:	Rohr/Wohl Specific Plan		
Project Address:	Planning Area B-1		
APN:			
Land Use Designation:	Industrial - General	Zoning Designation:	Industrial - General

Project Description

Land Uses and Intensities *(units, square feet, etc.)*:	470,000 sf of industrial/business park (w/commercial) PA B-1		
Gross and Developable Acreage:			
Vehicle Parking Required *(per CVMC Chapter 19.62)*:	619	Vehicle Parking Spaces Proposed:	769
Accessible Spaces:	24	Bicycle Storage Capacity *(racks and secure storage)*:	n/a
Motorcycle Spaces:	n/a	EV Parking Spaces:	147

Consultant

Name of Firm:	Mizuta Traffic Consulting		
Project Manager:	Marc Mizuta	Credentials:	PE, TE
Address:	5694 Mission Center Rd #602-121, San Diego, CA 92108		
Telephone:	858-752-8212		

Trip Generation

[Use the SANDAG (Not So) Brief Guide of Vehicular Trip Generation]

Total Daily Trips:	7,520	Pass-by Trips:	n/a
Internal Capture Rate:	n/a	Existing Development Trips: *(Driveway count or published SANDAG/ITE rate at City's discretion)*:	2,405
Alternative Modes:		Net Daily Trips:	5.115

Site Plan

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:
• Driveway locations and access type
• Pedestrian access, bicycle access, and on-site pedestrian circulation
• Location and distance to closest existing transit stop (measure as walking distance to project entrance or middle of parcel)
• Location of any planned sidewalks or bikeways identified in the City of Chula Vista Active Transportation Plan within ½ mile of the project

CEQA Transportation Analysis Screening

To determine if your project is screened from VMT analysis, review the Project Type Screening and the Project Location Screening tables below. If "No" is checked for any project type or land use applicable to your project, the project is not screened out and must complete VMT analysis in accordance with the analysis requirements outline in the City of Chula Vista *Transportation Study Guidelines (TSG)* Chapter 3.

Project Type Screening

	1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)* *Note: All responses must be documented and supported by substantial evidence.*	Screened Out Yes	Not Screened Out No
☐	**1. Locally Serving Retail Project** a. Is the project less than 125,000 square feet and serving the local community? The City may request a market capture study that identifies local market capture to the City's satisfaction.	○	○
☐	**2. Locally Serving Public Facility or Community Purpose Facility** a. Is the project a public facility or Community Purpose Facility that serves the local community? (see TSG Section 3.3)	○	○
☐	**3. Small Residential and/or Employment Project** a. Does the project generate less than 200 net daily trips?	○	◉
☐	**4. Infill Affordable Housing** a. Is the project composed of deed-restricted affordable housing units, and has the following characteristics: i. Is an infill project; ii. Is close to a transit stop or station; and iii. Project-provided parking does not exceed parking required by the Chula Vista Municipal Code?	○	○
☑	**5. Redevelopment Project** a. Does the project result in a net decrease in total Project VMT than the existing use?	○	◉

Project Location Screening

	1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)*	Screened Out Yes	Not Screened Out No
☐	**1. Residential** a. Is the project located in a VMT-efficient area (15% or more below the regional average) using the Chula Vista screening maps for VMT/Capita? View VMT/Capita map here: https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=f0d05a4a014841d588bb66891500b34d	○	◉
☐	**2. Employment** *(not including Industrial Employment)* a. Is the project located in a VMT-efficient area (15% or more below the regional average) using the City of Chula Vista screening maps for VMT/Employee? View VMT/Employee map here: https://cvgis.maps.arcgis.com/apps/webappviewer/index.html?id=d80a3cddc1964f8c88dafef234147e98	○	◉
☑	**3. Industrial Employment** a. Is the project located in a VMT-efficient area (at or below the regional average) using the City of Chula Vista screening maps for VMT/Employee?	◉	○
☐	**4. Within a transit buffer** a. Is the project in a transit priority area or within ½ mile of a stop along a high quality transit corridor, and has the following project characteristics? i. Has a Floor Area Ratio (FAR) of more than 0.75 ii. Includes no more than the minimum parking for use by residents, customers, or employees of the project than required by the jurisdiction iii. Is consistent with the City of Chula Vista General Plan iv. Does not include a smaller number of units that previously on the project site v. Does not replace affordable residential units with moderate- or high-income residential units.	○	◉

Local Mobility Analysis Screening

Does this project generate less than 200 daily trips (after adjustments)? ○ Yes ◉ No

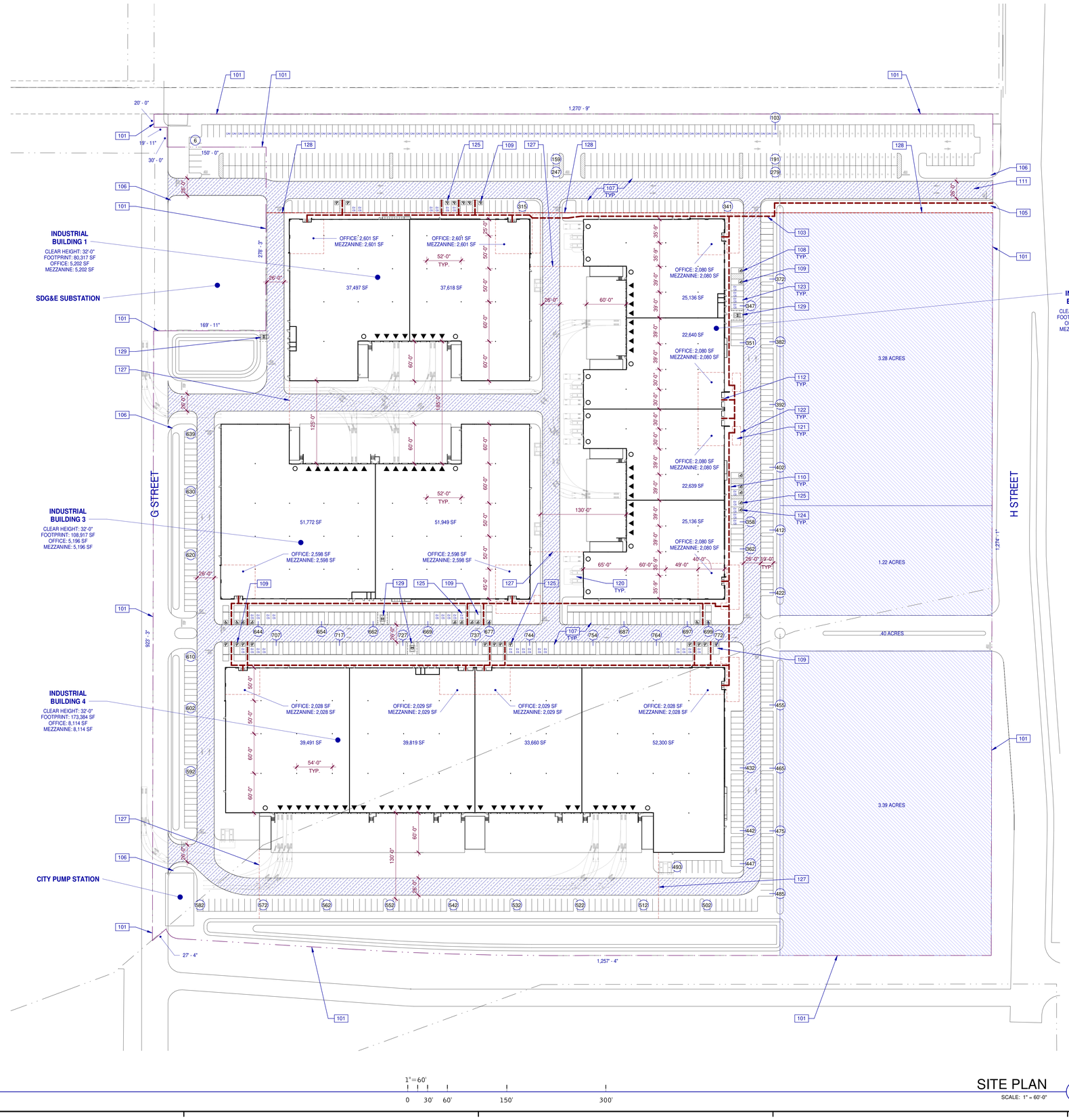
If yes, the project does not need to complete an LMA. If no, continue to next question to determine study extents.

Is this project consistent with the General Plan? ◉ Yes ○ No

Refer to the City of Chula Vista Transportation Study Guidelines (TSG), Chapter 4, to determine study extents based on the project's trip generation and consistency with the General Plan.

Provide attach a list or map of proposed study intersections in accordance with the requirements outlined in the TSG, Chapter 4.

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT



KEYNOTES:

SEE SHEET A010 FOR GENERAL NOTES

101 LINE DENOTES EXISTING PROPERTY LINE.
103 ACCESSIBLE PATH OF TRAVEL 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
105 ACCESSIBLE ENTRY SIGNAGE.
106 FIRE LANE ENTRY SIGNAGE.
107 PAINTED PARKING STALL STRIPING PER CITY STANDARDS.
108 ACCESSIBLE PARKING STALL WITH SIGNAGE. MAXIMUM SLOPE OF PARKING SURFACE AT ACCESSIBLE SPACE AND ADJACENT ACCESS AISLE, IN ANY DIRECTION, TO BE LESS THAN OR EQUAL TO 1:48. PER SECTION 11B-502.7.2.
109 VAN ACCESSIBLE PARKING STALL WITH SIGNAGE. MAXIMUM SLOPE OF PARKING SURFACE AT ACCESSIBLE SPACE AND ADJACENT ACCESS AISLE, IN ANY DIRECTION, TO BE LESS THAN OR EQUAL TO 1:48. PER SECTION 11B-502.7.2.
110 ALL ACCESSIBLE PARKING SPACES ARE TO BE IDENTIFIED BY A REFLECTORIZED SIGN, PERMANENTLY POSTED IMMEDIATELY ADJACENT TO AND VISIBLE FROM EACH SPACE.
111 FIRE LANE (MINIMUM OF 26'-0" IN WIDTH AND WITH UNOBSTRUCTED VERTICAL CLEARANCE OF 13'-6" THROUGHOUT).
112 FULLY ACCESSIBLE BUILDING ENTRANCE WITH ACCESSIBLE ENTRY SIGNAGE.
120 TRASH ENCLOSURE PER CITY STANDARDS, REFER TO SHEET A810.
121 AMENITY AREA.
122 CANOPY ABOVE.
123 EVCS PARKING STALL PER CAL GREEN TABLE 5.106.5.3.3 AND PER TABLE 11B-228.3.2.1 REQUIREMENTS.
124 ACCESSIBLE EVCS PARKING STALL PER CAL GREEN TABLE 5.106.5.3.3 AND PER TABLE 11B-228.3.2.1 REQUIREMENTS.
125 VAN ACCESSIBLE EVCS PARKING STALL PER CAL GREEN TABLE 5.106.5.3.3 AND PER TABLE 11B-228.3.2.1 REQUIREMENTS.
127 PROPOSED GATE LOCATION.
128 SDG&E EASEMENT (NOTHING IS CONSTRUCTED EAST OF THIS EASEMENT - PARKING LAYOUT EAST OF THIS EASEMENT IS ONLY PAINTED STRIPING).
129 TRANSFORMER LOCATION.

LEGEND

- ACCESSIBLE PATH OF TRAVEL. 1:20 MAX. SLOPE, 2% MAX. CROSS SLOPE.
- PROPERTY LINE.
- POLE MOUNTED LIGHT FIXTURE.
- WALLPACK LIGHT FIXTURE.
- T — TRANSFORMER WITH CONCRETE PAD. (PROVIDE PROTECTION BOLLARDS PER LOCAL UTILITY OR PUBLIC WORK STANDARDS)
- LANDSCAPE AND IRRIGATION AREA.
- FIRE LANE (HATCHED)
- 1 — PARKING STALL COUNT TOTAL
- DOCK HIGH TRUCK DOOR
- GRADE LEVEL TRUCK DOOR
- FIRE HYDRANT
- P.I.V. WITH TAMPER
- FUTURE USE PARKING STALLS - NOT INCLUDED IN PARKING COUNT
- PA-B2 PARCELS

NOTE: IF THE BUILDING INSPECTOR DETERMINES NON-COMPLIANCE WITH ANY ACCESSIBILITY PROVISIONS, HE/SHE SHALL REQUIRE COMPLETE, DETAILED PLANS CLEARLY SHOWING ALL EXISTING, NON COMPLYING CONDITIONS AND THE PROPSED MODIFICATIONS TO MEET CURRENT ACCESSIBILITY PROVISIONS AFFECTED BY THE REMODEL (INCLUDING SITE PLAN, FLOOR PLANS, DETAILS, ETC.). THE PLANS MUST BE STAMPED BY THE FIELD INSPECTOR AND RE-SUBMITTED TO THE BUILDING DEVELOPMENT REVIEW DIVISION.

"I AM THE DESIGNER/OWNER IN RESPONSIBLE CHARGE OF THIS TENANT IMPROVEMENT PROJECT; I HAVE INSPECTED THE SITE/PREMISES AND DETERMINED THAT EXISTING CONDITIONS ARE IN FULL COMPLIANCE WITH CURRENT SITE ACCESSIBILITY REQUIREMENTS TO THE EXTENT REQUIRED BY LAW"

SIGNATURE:_____

PRINT NAME:_____

DATE:_____

1"=60'
0 30' 60' 150' 300'

SITE PLAN
SCALE: 1" = 60'-0"

WARE MALCOMB
3911 Sorrento Valley Blvd, Suite #120
San Diego, CA 92121
P:858.535.7277
ARCHITECTURE CIVIL ENGINEERING
PLANNING BRANDING
INTERIORS BUILDING &EASUREMENT

WOHL

YARDS AT THE BAY
MARINA PARKWAY & H STREET, CHULA VISTA, CALIFORNIA 91910

SITE PLAN

REMARKS	DATE
DESIGN REVIEW SUBMITTAL	06.30.2023

PA/PM:	M. CABRERA
DRAWN BY.:	N.R.
JOB NO.:	SDG23-0036-00

SHEET
A100

6/30/2023 12:55:22 PM 30/06/2023 - ENTITLEMENT PACKAGE

THE DRAWINGS AND SPECIFICATIONS AND THE IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREIN ARE AND SHALL REMAIN THE PROPERTY AND COPYRIGHT OF WARE MALCOMB AND SHALL NOT BE USED IN WHOLE OR IN PART FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF WARE MALCOMB. ALL RIGHTS RESERVED.

Autodesk Docs://SDG23-0036-00_Yards at the Bay - Parcel B/SDG_A.rvt

Parking Study: Warehouse

	Area (S.F.)	Parking Ratio	Total required		Parking Provided		ADA stalls required	EVCS stalls required		EV capable stalls required	
Building 1											
Office	10,404	300	34.68	Parking Stalls							
Warehouse	75,115	1,000	75	Parking Stalls							
Total	85,519		110	Parking Stalls	134	Parking Stalls	5	**	6	25	Total stalls
										1	Standard Accessible
Building 2										1	Van Accessible
Office	16,640	300	55.46666667	Parking Stalls						0	Ambulatory
Warehouse	95,551	1,000	96	Parking Stalls							
Total	112,191		151	Parking Stalls	187	Parking Stalls	6	**	9	35	Total stalls
										1	Standard Accessible
Building 3										1	Van Accessible
Office	10,400	300	34.66666667	Parking Stalls						1	Ambulatory
Warehouse	103,713	1,000	104	Parking Stalls							
Total	114,113		139	Parking Stalls	189	Parking Stalls	6	**	9	35	Total stalls
										1	Standard Accessible
Building 4										1	Van Accessible
Office	16,228	300	54.09333333	Parking Stalls						1	Ambulatory
Warehouse	165,270	1,000	165	Parking Stalls							
Total	181,498		219	Parking Stalls	259	Parking Stalls	7	**	12.95	51.8	Total stalls
										2	Standard Accessible
										1	Van Accessible
										2	Ambulatory

Total: 37

Total: 147

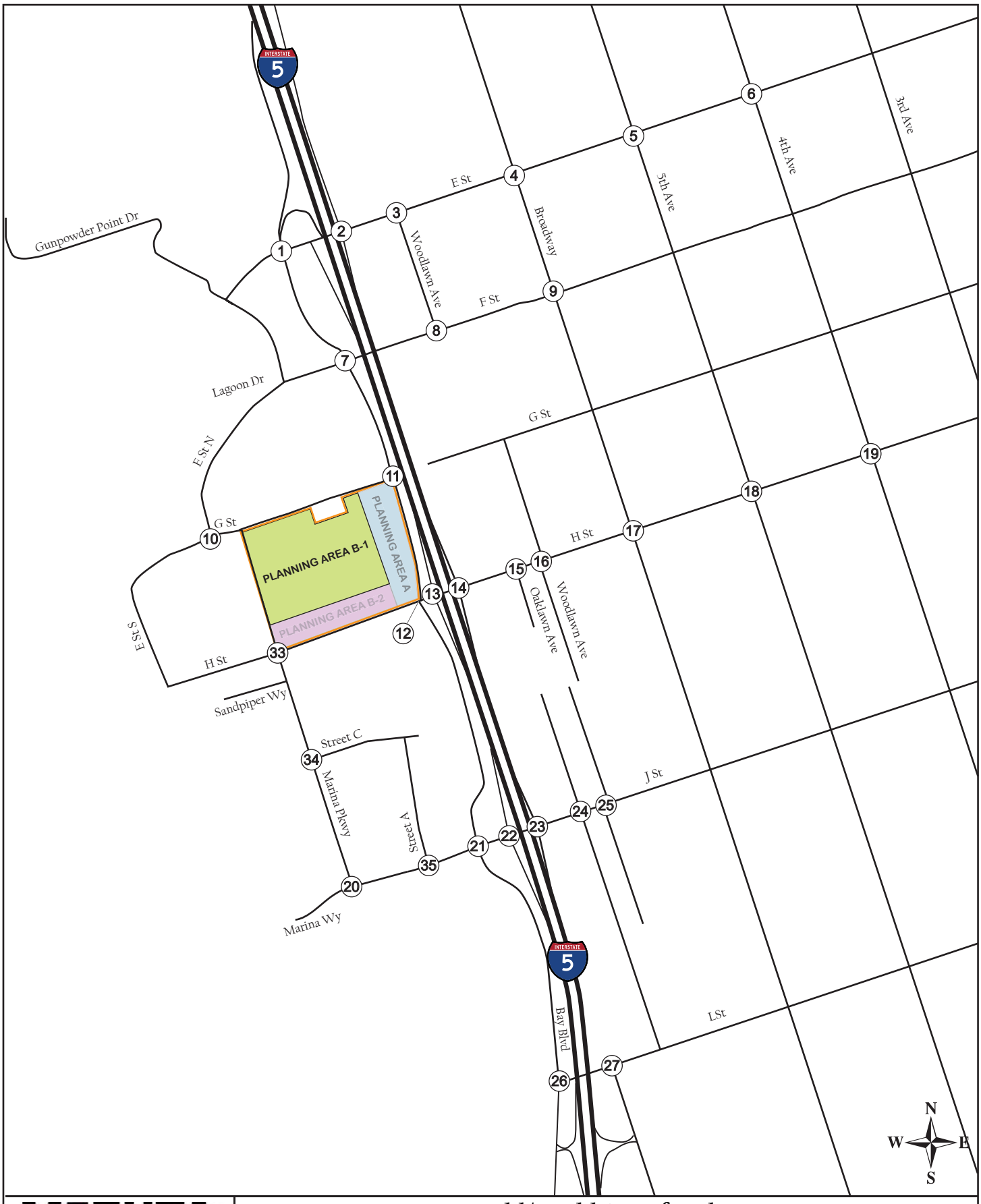
TRIP GENERATION RATES[1]						
Land Use	Weekday Daily	AM PEAK		PM PEAK		
		% ADT	In:Out Ratio	% ADT	In:Out Ratio	
Warehousing	5 trips / ksf	13%	0.70 : 0.30	15%	0.40 : 0.60	
Resort Hotel	8 trips / rm	5%	0.60 : 0.40	7%	0.40 : 0.60	
Industrial/Business Park (w/commercial)	16 trips / ksf	12%	0.80 : 0.20	12%	0.20 : 0.80	
Manufacturing/Assembly	4 trips / ksf	19%	0.90 : 0.10	20%	0.20 : 0.80	
Quality Restaurant	100 trips / ksf	1%	0.60 : 0.40	8%	0.70 : 0.30	

TRIP GENERATION CALCULATIONS									
Land Use	Planning Area	Amount	ADT	AM PEAK			PM PEAK		
				In	Out	Total	In	Out	Total
Existing Uses									
Warehousing	A	231.174 ksf	1,156	106	45	151	70	104	174
Manufacturing/Assembly	B-1	601.225 ksf	2,405	412	45	457	97	384	481
Manufacturing/Assembly	B-2	165.612 ksf	663	114	12	126	27	106	133
Existing Trips			**4,224**	**632**	**102**	**734**	**194**	**594**	**788**
Proposed Uses									
Project-Level Analysis									
Industrial/Business Park (w/commercial)	B-1	470.000 ksf	7,520	723	180	903	181	722	903
Passenger Cars (83.1% Daily, 88.2% AM, 88.2% PM):			6,884	638	159	797	160	637	797
Trucks (16.9% Daily, 11.8% AM, 11.8% PM)[2]:			636	85	21	106	21	85	106
2-axle (16.7%, PCE = 1.5)[3, 4]:			160	21	5	26	5	21	26
3-axle (20.7%, PCE = 2)[3, 4]:			264	35	9	44	9	35	44
4+ axle (62.6%, PCE = 3)[3, 4]:			1,193	159	39	198	39	159	198
Subtotal (Trucks with PCE):			*1,617*	*215*	*53*	*268*	*53*	*215*	*268*
Subtotal: Project-Level Analysis									
Total Vehicle Trip Generated (Passenger Cars and Trucks)			**7,520**	**723**	**180**	**903**	**181**	**722**	**903**
Total Trip Generation (Passenger Cars and Trucks with PCE)			**8,501**	**853**	**212**	**1,065**	**213**	**852**	**1,065**
Net: Project-Level Analysis									
Total Vehicle Trip Generated (Passenger Cars and Trucks)			**5,115**	**311**	**135**	**446**	**84**	**338**	**422**
Total Trip Generation (Passenger Cars and Trucks with PCE)			**6,096**	**441**	**167**	**608**	**116**	**468**	**584**
Programmatic-Level Analysis									
Industrial/Business Park (w/commercial)	A	198.000 ksf	3,168	305	76	381	77	304	381
Passenger Cars (83.1% Daily, 88.2% AM, 88.2% PM):			2,900	269	67	336	68	268	336
Trucks (16.9% Daily, 11.8% AM, 11.8% PM)[2]:			268	36	9	45	9	36	45
2-axle (16.7%, PCE = 1.5)[3, 4]:			67	9	2	11	2	9	11
3-axle (20.7%, PCE = 2)[3, 4]:			111	15	4	19	4	15	19
4+ axle (62.6%, PCE = 3)[3, 4]:			503	68	17	85	17	68	85
Subtotal (Trucks with PCE):			*681*	*92*	*23*	*115*	*23*	*92*	*115*
Resort Hotel	B-2	175 rm	1,400	42	28	70	40	58	98
Quality Restaurant	B-2	36.000 ksf	3,600	22	14	36	202	86	288
Subtotal: Programmatic-Level Analysis									
Total Vehicle Trip Generated (Passenger Cars and Trucks)			**8,168**	**369**	**118**	**487**	**319**	**448**	**767**
Total Trip Generation (Passenger Cars and Trucks with PCE)			**8,581**	**425**	**132**	**557**	**333**	**504**	**837**
Net: Programmatic-Level Analysis									
Total Vehicle Trip Generated (Passenger Cars and Trucks)			**6,349**	**149**	**61**	**210**	**222**	**238**	**460**
Total Trip Generation (Passenger Cars and Trucks with PCE)			**6,762**	**205**	**75**	**280**	**236**	**294**	**530**
Total Net Project			**11,464**	**460**	**196**	**656**	**306**	**576**	**882**

Notes:

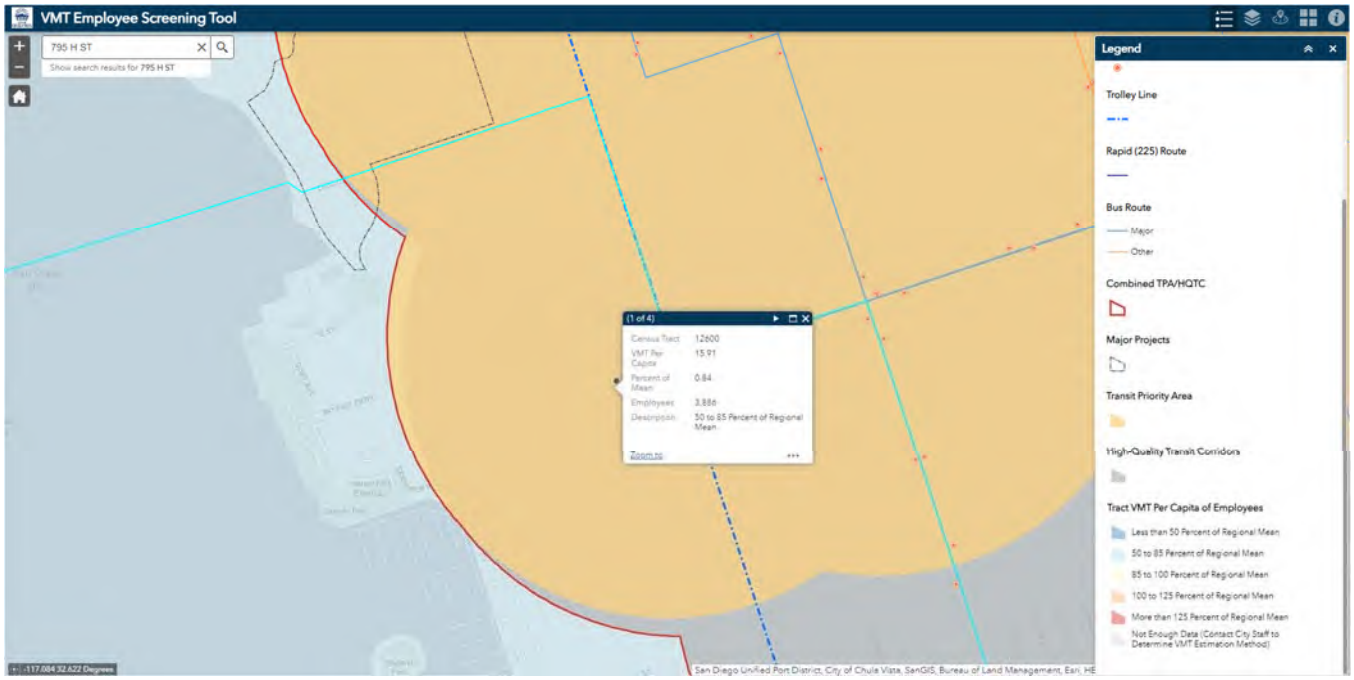
ksf: 1,000 sf, rm: rooms

1. The trip rates are based on *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.*
2. The truck trip rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* for the
3. The recommended truck mix percentages are based on the *South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results*
4. The PCE factors are based on the *County of Riverside Transportation Analysis Guidelines, December 2020*.



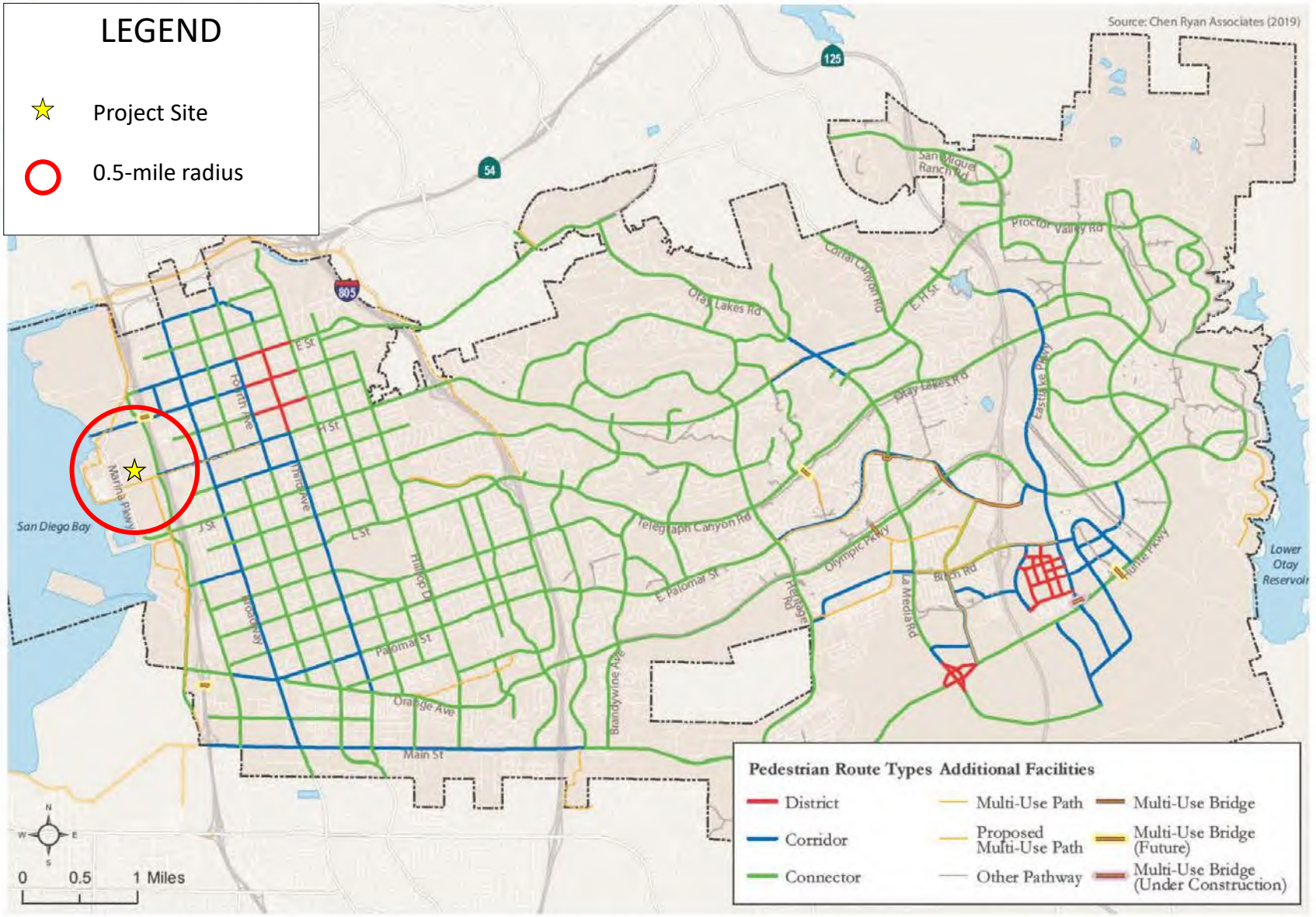
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Rohl/Wohl Specific Plan



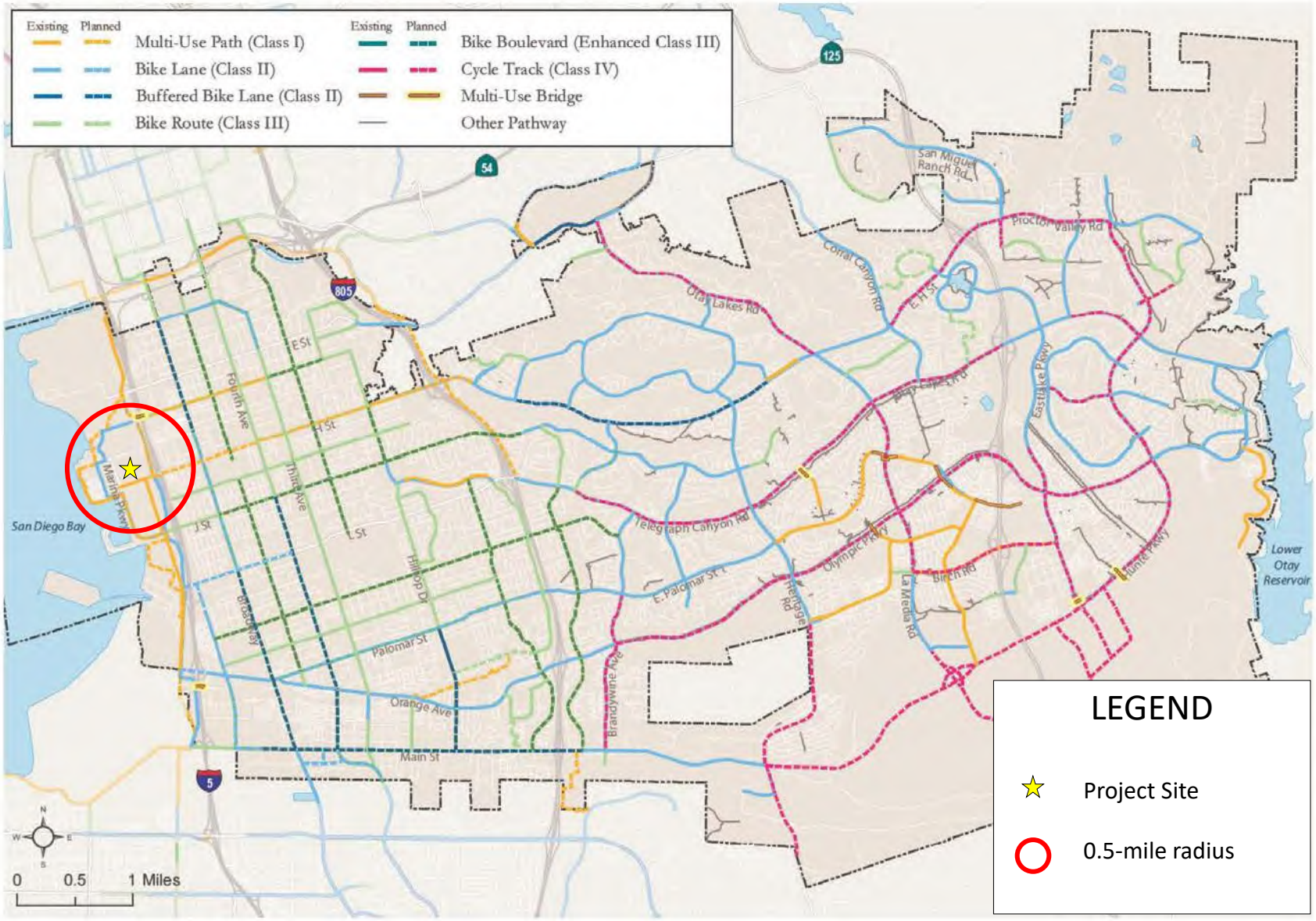
Census Tract	12600
VMT Per Capita	15.91
Percent of Mean	0.84
Employees	3,886
Description	50 to 85 Percent of Regional Mean

Pedestrian Network



Source: Chula Vista Active Transportation Plan

Bicycle Network



Source: Chula Vista Active Transportation Plan

Walking Distance to Nearest Transit Stop



Appendix B

Proposed Near-Term Study Area Memo

Technical Memorandum

To: Scott Barker, City of Chula Vista

From: Marc Mizuta, Mizuta Traffic Consulting

Date: April 12, 2023

Re: Proposed Near-Term Study Area for the Rohr/Wohl Bayfront Specific Plan Planning Areas

---

Mizuta Traffic Consulting (MTC) has prepared this memo for the proposed Rohr/Wohl Bayfront Specific Plan Planning Areas project ("Project") in the City of Chula Vista. The purpose of this memo is to outline the key assumptions and methodology for determining the study area for the transportation analysis required by the *City of Chula Vista Transportation Study Guidelines, January 2022 (City's TSG Guidelines)*. Specifically, the *City's TSG Guidelines* specify that the traffic distribution for projects having a traffic generation of over 2,400 daily trips is to be determined based on a select zone run of the SANDAG regional travel demand model. However, given that the roadway network in the Bayfront Master Plan area has not been built out, and is therefore not accurately represented in the SANDAG 2050 model network, a manual distribution pattern for the initial phase of project development is being developed based on previously completed traffic studies in the area. A subsequent memo will be prepared to document the study area for full project buildout under year 2050 conditions following the completion of SANDAG regional model run.

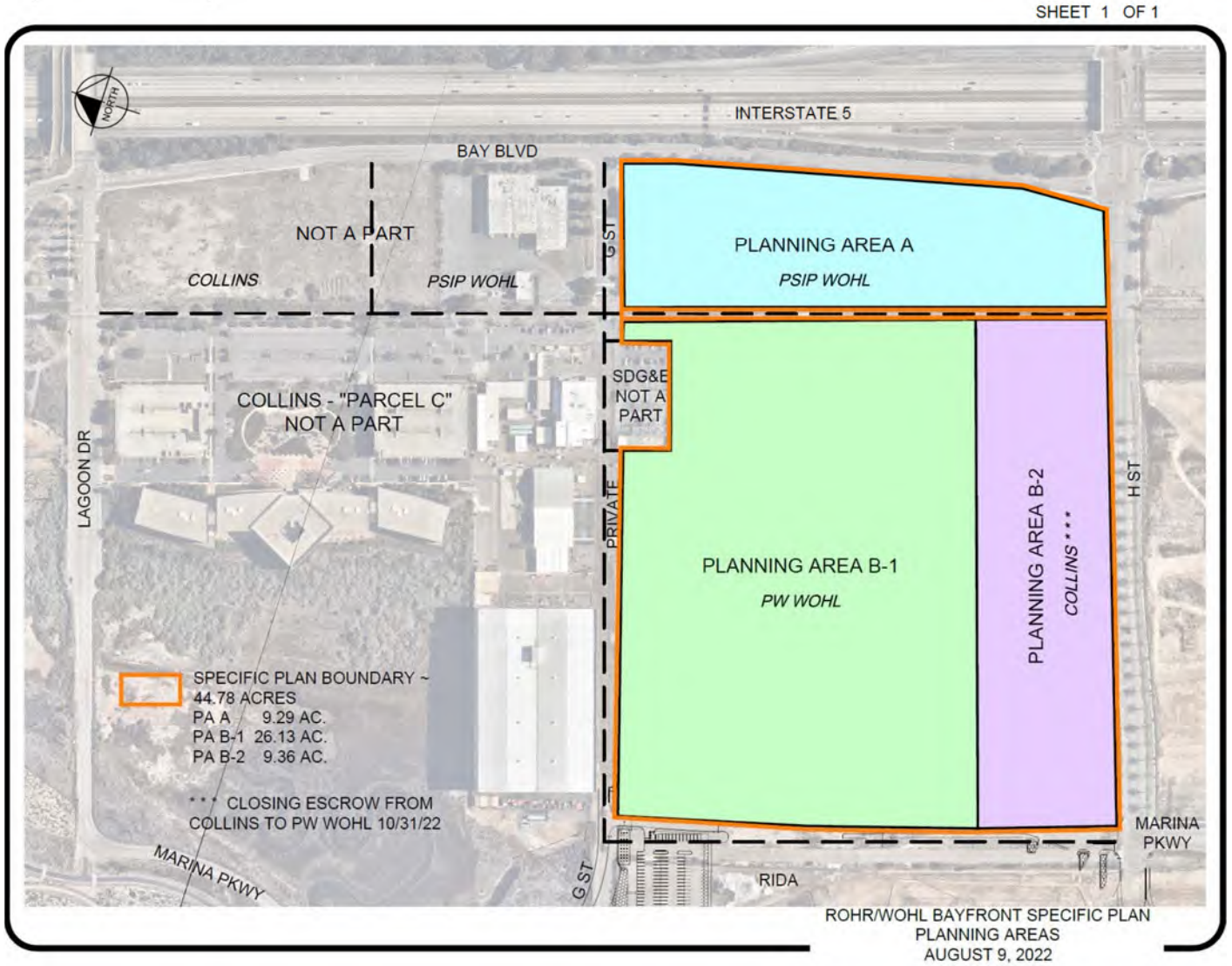
PROJECT LOCATION

The Project's area is generally bounded by G Street to the north, H Street to the south, Bay Boulevard to the east, and Marina Parkway to the west. The Project has been further separated into three planning areas in the following list:

- Planning Area A
- Planning Area B-1
- Planning Area B-2

Figure 1 illustrates the Planning Areas for the Project.

Figure 1: Planning Areas



PROJECT DESCRIPTION

The Project consists of a combination of a project- and programmatic-level analyses. The project-level analysis would be completed for the uses in Planning Area B-1. The programmatic-level analysis would be completed for the uses in Planning Areas A and B-2. Due to the uncertainty of the specific uses for Planning Areas A and B-2, the most probable and maximum intensity land uses were assumed for those areas (i.e., industrial uses that include commercial land uses). Additional details are provided in the Trip Generation section below.

According to the City's General Plan, the Project is in an Industrial zone and located within the Bayfront Local Coastal Program. The City's Bayfront Local Coastal Program land use maps confirm that the Project's land use is Industrial – General, which provides for large-scale and more intensive industrial uses. As a result, the Project is consistent with the latest City planning documents and the study area would be limited to a 1-mile radius of the Project, subject to City concurrence.

LOCAL MOBILITY ANALYSIS (LMA) ASSESSMENT

Based on the criteria for a LMA contained in the City's *TSG Guidelines*, projects generating more than 2,400 daily trips and consistent with the General Plan would have to analyze all intersections within one mile of the Project where it adds 50 or more peak-hour trips. For projects generating more than 2,400 daily trips and inconsistent with the General Plan, all intersections (regardless of the distance from the Project site) where the project adds 50 or more peak-hour trips would have to be included in the study area.

PROJECT TRIP GENERATION

Trip generation rates published by the SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002 were applied to the existing and proposed uses on site to estimate the traffic generation characteristics of the site. The trip generation was estimated for the AM and PM peak-hour and daily traffic. Passby and internal capture trips were not accounted for as a conservative estimate.

The trip generation was also estimated for the existing uses on site. The existing trips were subtracted from the proposed trips to determine the net trip generation for the Project. Additionally, the trip generation was separated between the Project-Level and Programmatic-Level analyses. **Table 1** summarizes the proposed trip generation for the Project.

As shown in the table, the Project is forecasted to generate a subtotal of 7,520 daily trips with 903 AM peak-hour trips and 903 PM peak-hour trips for the Project-Level Analyses and a total of 8,168 daily trips with 487 AM peak-hour trips and 767 PM peak-hour trips for the Programmatic Level Analyses. After applying the existing trip credits, the Project-Level Analysis is forecasted to generate a net total of 5,115 daily trips with 446 AM peak-hour trips and 442 PM peak-hour trips. The Programmatic-Level Analysis is forecasted to generate a net total of 6,349 daily trips with 210 AM peak-hour trips and 460 PM peak-hour trips. It should also be noted that the traffic generation shown in the table represents a "budget" and subsequent capacity analyses will be

required at the discretion of the City in the event that actual development exceeds these daily and peak-hour traffic volumes.

PROJECT TRIP DISTRIBUTION/ASSIGNMENT

The project trip distribution for the Project Level Analyses was primarily based on information contained in the *Chula Vista Bayfront Master Plan Traffic Impact Analysis, July 2006 (Bayfront TIA)*. This distribution was obtained through coordination with SANDAG and based on the SANDAG Series 10 Select Zone model plots of zones within the Bayfront Redevelopment Area. The SANDAG select zone distribution used on the 2006 Bayfront traffic analysis was based on an earlier generation of the four-step model, which has been superseded by the current activity-based model.

Also, it should be noted that three master plan concepts were evaluated in the *Bayfront TIA*. Option 2, which assumed a total development of 2,000 residential units, 640,000 square feet (sf) of mixed-use office/commercial, 445,000 sf of retail, 100,000 sf of cultural uses, 3,150 hotel rooms, 74 acres of public space, and a 236 space RV park was selected since the mixed-use office/commercial land use area was the most similar to the Project.

A screenline analysis was performed to determine the overall trip distribution for Option 2. The following list summarizes the trip distribution for Option 2:

- 26 percent to/from the north
- 26 percent to/from the south
- 48 percent to/from the east

It should be noted that approximately 21 percent of the traffic was internal to the Bayfront development. However, as a conservative estimate, the percentages were proportionally adjusted to add up to 100 percent.

The project specific trip distribution for Planning Area B-1 is currently being developed and coordinated with the developer. This will depend on the assumed access points along G Street, Marina Parkway, and H Street. Prior to starting any analysis, a trip distribution exhibit will be submitted for review and approval.

STUDY AREA

The study area for the Project-Level Analyses would include all intersections with 50 or more peak-hour trips, located within 1-mile from the Project, and would correlate to any intersection with a trip distribution of 5.5 percent or greater (50 / 903). It should be noted that this is slightly conservative since no existing trip credits were applied as the specific area associated with Planning Area B-1 is difficult to obtain. **Figure 2** illustrates the study area for the Project Level Analyses. It should be noted that locations shown in red are outside of the 1-mile radius, but would still be included in the study area as it satisfies the 50 peak-hour trip threshold.

MIZUTA TRAFFIC CONSULTING

Table 1: Trip Generation Summary

TRIP GENERATION RATES[1]									
Land Use	Weekday Daily			AM PEAK			PM PEAK		
				% ADT	In:Out Ratio		% ADT	In:Out Ratio	
Warehousing	5	trips /	ksf	13%	0.70 :	0.30	15%	0.40 :	0.60
Resort Hotel	8	trips /	rm	5%	0.60 :	0.40	7%	0.40 :	0.60
Industrial/Business Park (w/commercial)	16	trips /	ksf	12%	0.80 :	0.20	12%	0.20 :	0.80
Manufacturing/Assembly	4	trips /	ksf	19%	0.90 :	0.10	20%	0.20 :	0.80
Quality Restaurant	100	trips /	ksf	1%	0.60 :	0.40	8%	0.70 :	0.30

TRIP GENERATION CALCULATIONS										
Land Use	Planning Area	Amount		ADT	AM PEAK			PM PEAK		
					In	Out	Total	In	Out	Total
Existing Uses										
Warehousing	A	231.174	ksf	1,156	106	45	151	70	104	174
Manufacturing/Assembly	B-1	601.225	ksf	2,405	412	45	457	97	384	481
Manufacturing/Assembly	B-2	165.612	ksf	663	114	12	126	27	106	133
Existing Trips				**4,224**	**632**	**102**	**734**	**194**	**594**	**788**
Proposed Uses										
Project-Level Analysis										
Industrial/Business Park (w/commercial)	B-1	470.000	ksf	7,520	723	180	903	181	722	903
Subtotal - Project Level				**7,520**	**723**	**180**	**903**	**181**	**722**	**903**
Programmatic-Level Analysis										
Industrial/Business Park (w/commercial)	A	198.000	ksf	3,168	305	76	381	77	304	381
Resort Hotel	B-2	175	rm	1,400	42	28	70	40	58	98
Quality Restaurant	B-2	36.000	ksf	3,600	22	14	36	202	86	288
Subtotal: Programmatic-Level Analysis				**8,168**	**369**	**118**	**487**	**319**	**448**	**767**
Net Project-Level Analysis				**5,115**	**311**	**135**	**446**	**84**	**338**	**422**
Net Programmatic-Level Analysis				**6,349**	**149**	**61**	**210**	**222**	**238**	**460**
Total Net Project				**11,464**	**460**	**196**	**656**	**306**	**576**	**882**

Notes:
ksf: 1,000 sf, rm: rooms
1. The trip rates are based on *SANDAG's Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002.*

The total project trip distribution figure from the *Bayfront TIA* was referenced and resulted in the following intersections proposed for the study area separated by corridors:

E Street Corridor
- I-5 Southbound Ramps/Bay Boulevard
- I-5 Northbound Ramps
- Woodlawn Avenue
- Broadway
- 5th Avenue
- 4th Avenue

F Street Corridor
- Bay Boulevard
- Woodlawn Avenue
- Broadway

G Street Corridor
- Marina Parkway
- Bay Boulevard

H Street Corridor
- Bay Boulevard
- I-5 Southbound Ramps
- I-5 Northbound Ramps
- Woodlawn Avenue
- Oaklawn Avenue
- Broadway
- 5th Avenue
- 4th Avenue

J Street Corridor
- Bay Boulevard
- I-5 Southbound Ramps
- I-5 Northbound Ramps
- Oaklawn Avenue
- Broadway

L Street Corridor
- Bay Boulevard
- Industrial Boulevard

Other
- Marina Parkway & Marina Way

Figure 2: Proposed Study Area



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SUMMARY

The following list summarizes the key assumptions and methodology for the proposed near-term study area:

- The Project Level Analyses from Planning Area B-1 is forecasted to generate a net total of 5,115 daily trips with 446 AM peak-hour trips and 442 PM peak-hour trips.
- The total Project is forecasted to generate a net total of 11,464 daily trips with 656 AM peak-hour trips and 882 PM peak-hour trips.
- The *Bayfront TIA* was referenced to determine the overall trip distribution for the Project:
    - 26 percent to/from the north
    - 26 percent to/from the south
    - 48 percent to/from the east
- The study area would contain all intersections with more than 50 peak-hour trips, which correlated to a trip distribution of 5.5 percent or greater.
- The study area resulted in a total of 27 intersections of which 22 intersections are located within 1-mile of the Project.

Please feel free to contact me at (858) 752-8212 if you have any questions or concerns.

ATTACHMENTS

- Bayfront TIA Excerpts
- Regional Trip Distribution Figure
- Current Land Use Table

Traffic Impact Analysis

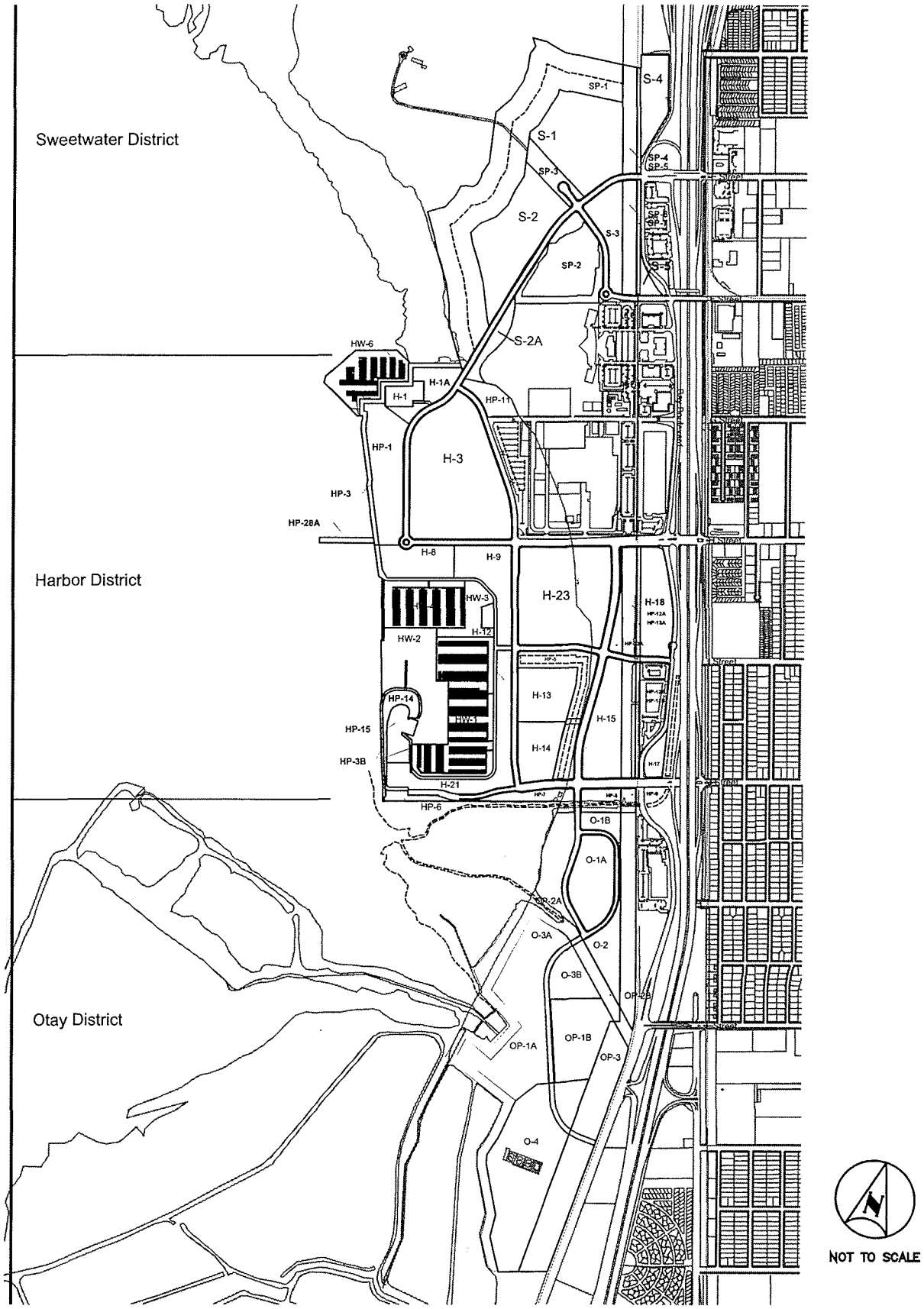
Chula Vista Bayfront Master Plan

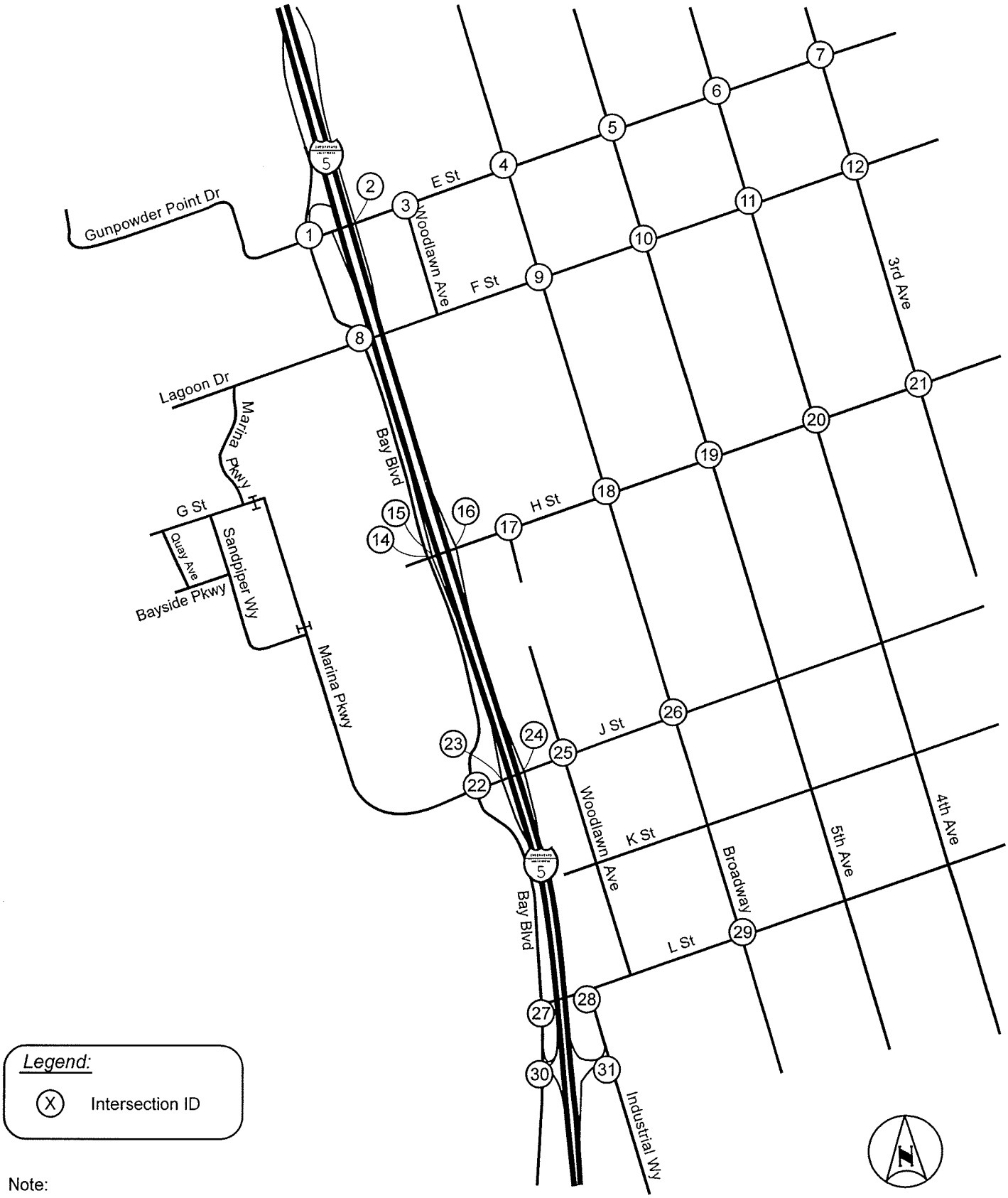
July 2006

Prepared for:
RECON Environmental, Inc.

Project No. 095451000

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Sweetwater District
Harbor District
Otay District
S-4
SP-1
S-1
SP-4
SP-5
SP-3
S-2
S-3
SP-2
S-5
S-2A
HW-6
H-1A
H-1
HP-11
HP-1
H-3
HP-3
HP-28A
H-8
H-9
HW-3
H-23
H-18
HW-2
H-12
H-13
H-15
HP-14
HW-1
HP-15
H-14
HP-3B
H-21
HP-6
O-1B
O-1A
OP-2A
O-3A
O-2
O-3B
OP-2B
OP-1A
OP-1B
OP-3
O-4
NOT TO SCALE



Note:
Intersection 13 is not present in Existing Conditions

4.0 PROJECT TRAFFIC

The following section describes the CVBMP project traffic including the projected land uses, the existing land uses traffic generation, and the trip generation estimates for each of the proposed alternatives.

Land Uses

Plan A

The Plan A assumes the development of the following:

- 2,000 residential dwelling units;
- 940,000 sf of mixed use office/commercial;
- 395,000 sf of retail;
- 450,000 sf of civic/cultural uses;
- 3,150 hotel rooms;
- 69 acres of public space;
- a 236 space RV Park; and

Option 2

Option 2 assumes the development of the following:

- 2,000 residential dwelling units;
- 640,000 sf of mixed use office/commercial;
- 445,000 sf of retail;
- 100,000 sf of civic/cultural uses;
- 3,150 hotel rooms;
- 74 acres of public space;
- a 236 space RV Park; and

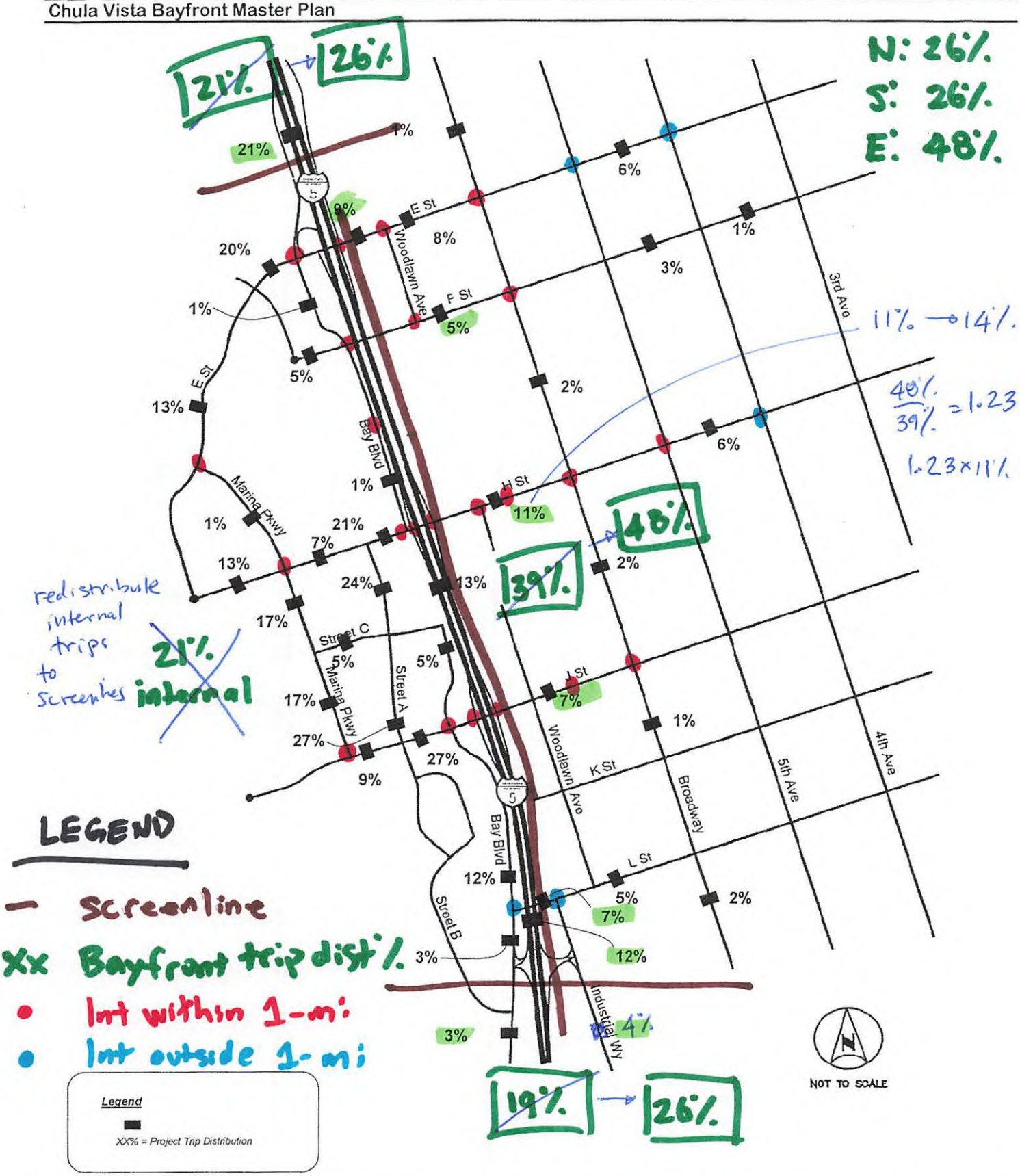
Plan B

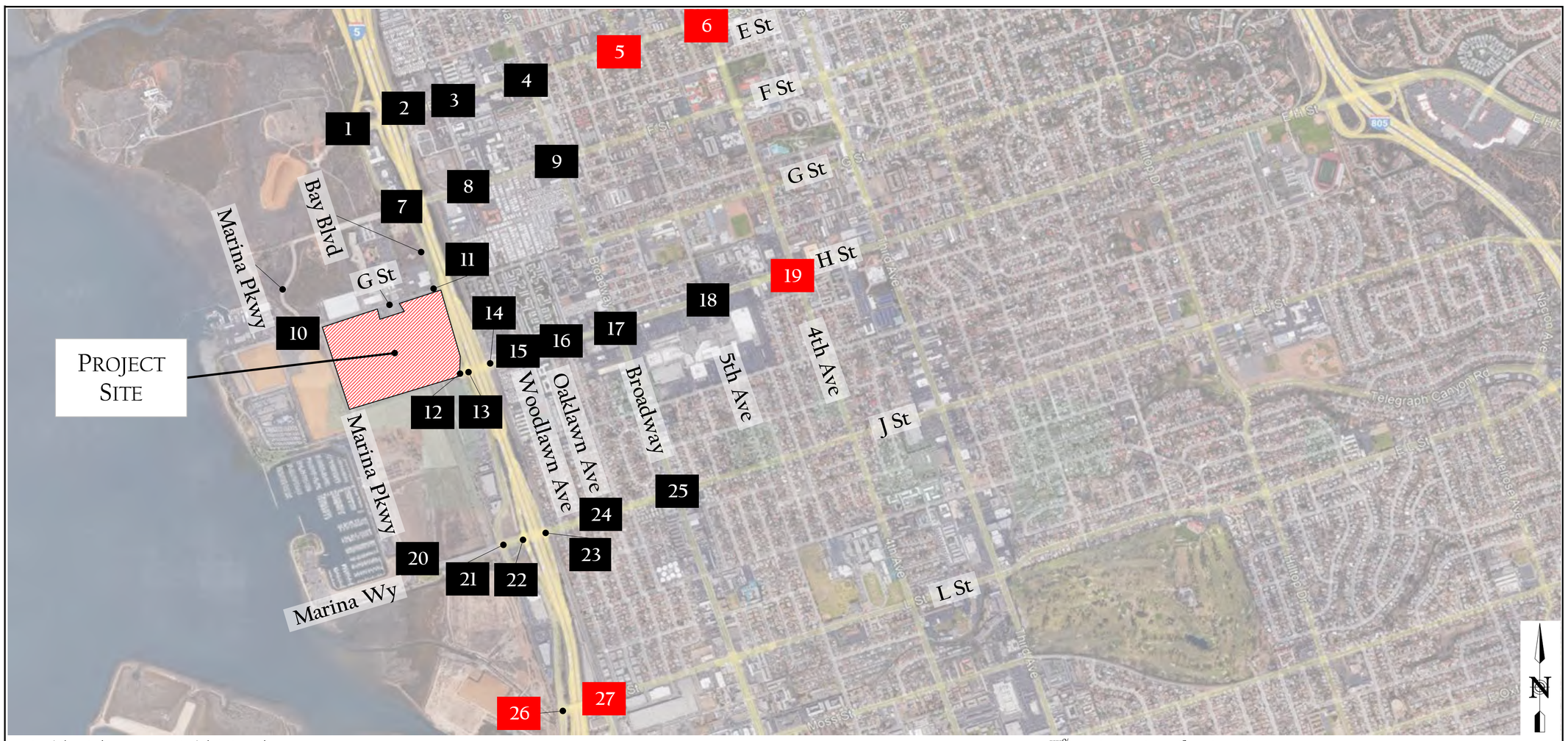
Plan B assumes the development of the following:

- 1,060 residential dwelling units;
- 556,000 sf of mixed use office/commercial;
- 409,000 sf of retail;
- 100,000 sf of civic/cultural uses;
- 3,708 hotel rooms;
- 92 acres of public space;
- a 236 space RV Park; and

Existing Land Uses

Within the study area, there are locations where the existing land uses will not be developed as part of the project. Each of the three districts has areas that will not be developed. The total trips that are estimated to be generated from the existing land uses are shown in **Table 4-1**. As shown in the table, the existing land uses would be estimated to generate a total of 4,627 daily trips, including 231 (94 in, 137 out) a.m. peak-hour trips and 345 (196 in, 149 out) p.m. peak-hour trips. It should be noted that existing counts

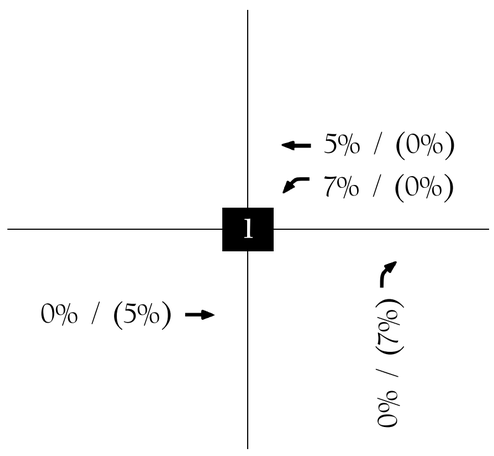

N: 26%
S: 26%
E: 48%
21%
26%
21%
1%
6%
9%
8%
1%
20%
3%
1%
5%
2%
13%
6%
1%
11%
14%
48%
39%
2%
24%
13%
17%
5%
5%
17%
7%
27%
27%
9%
12%
5%
2%
7%
12%
3%
3%
4%
19%
26%
11% → 14%
40%/39% = 1.23
1.23 × 11% = 14%
redistribute internal trips to screenlines
21% internal
E St
F St
H St
I St
J St
K St
L St
Bay Blvd
Marina Pkwy
Woodlawn Ave
3rd Ave
4th Ave
5th Ave
Broadway
Street A
Street B
Street C
Industrial Wy
LEGEND
Screenline
Xx Bayfront trip dist'n
Int within 1-mi
Int outside 1-mi
Legend
XX% = Project Trip Distribution
NOT TO SCALE



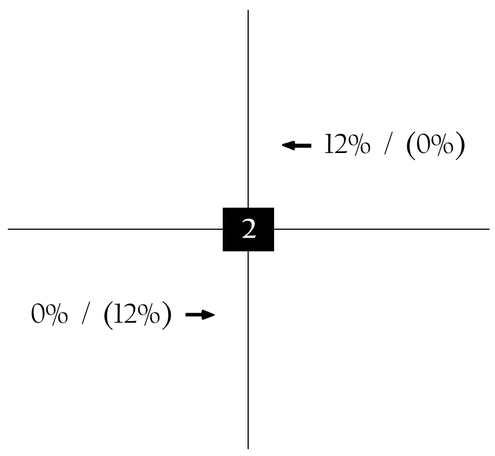
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The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage

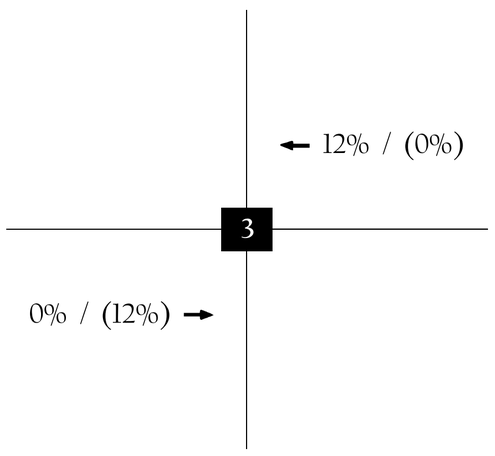
I-5 SB Ramps / Bay Blvd & E St



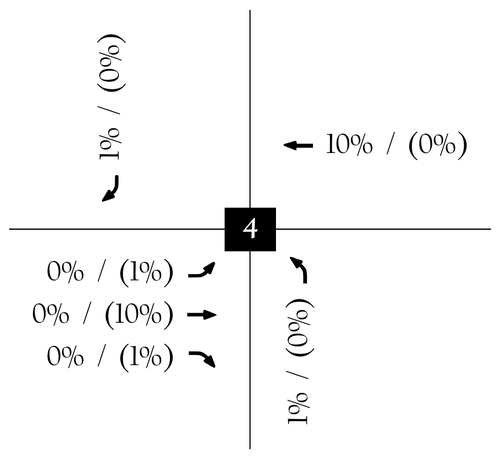
I-5 NB Ramps & E St



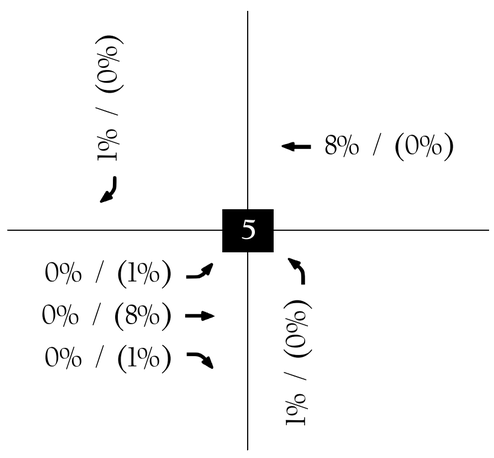
Woodlawn Ave & E St



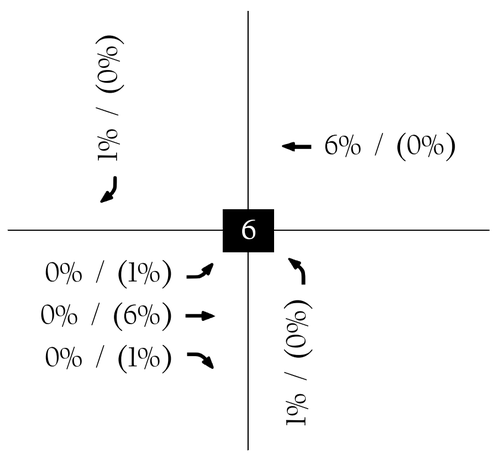
Broadway & E St



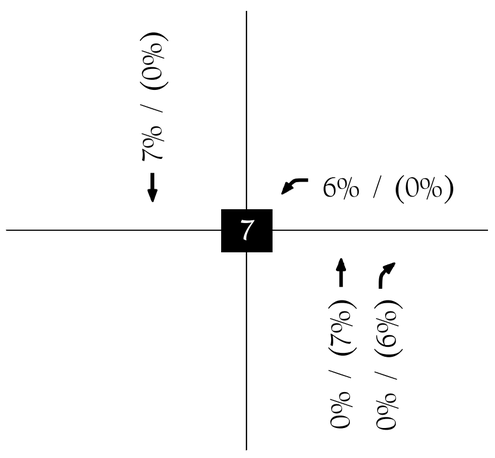
5th Ave & E St



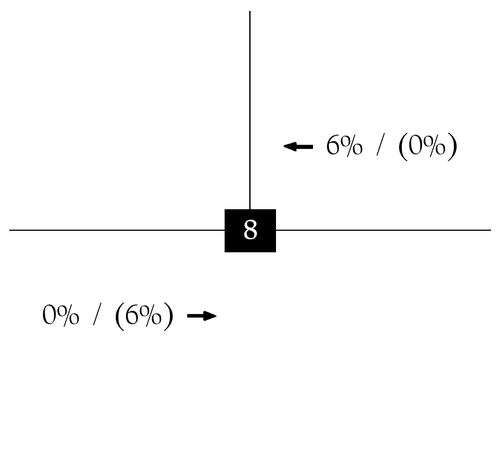
4th Ave & E St



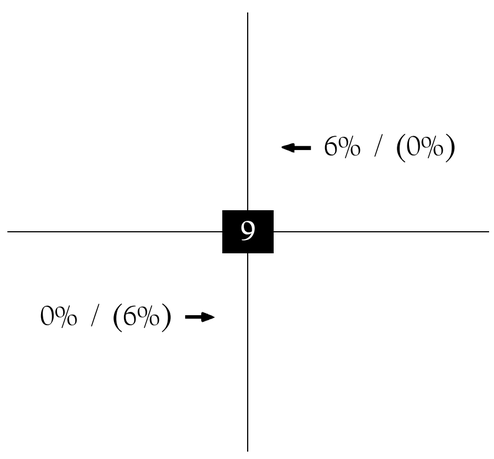
Bay Blvd & F St



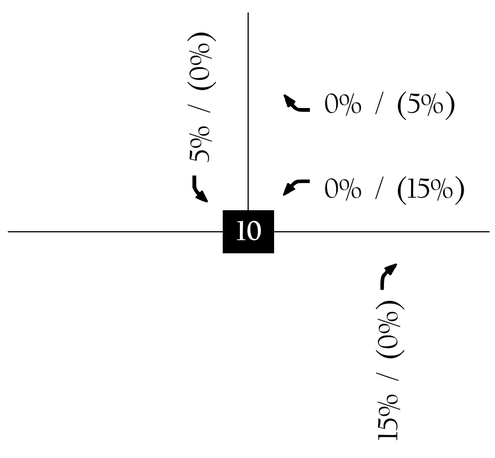
Woodlawn Ave & F St



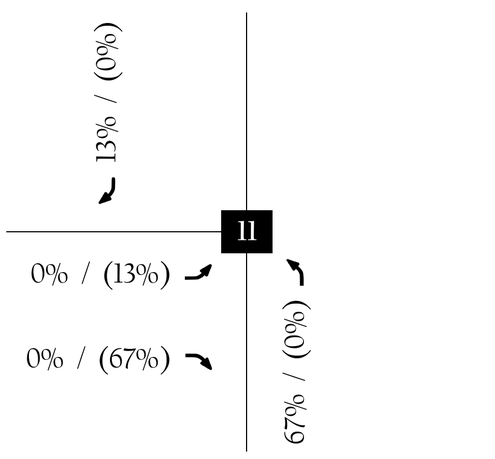
Broadway & F St



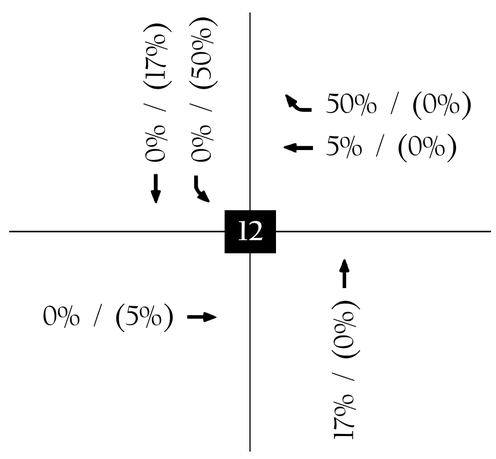
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St

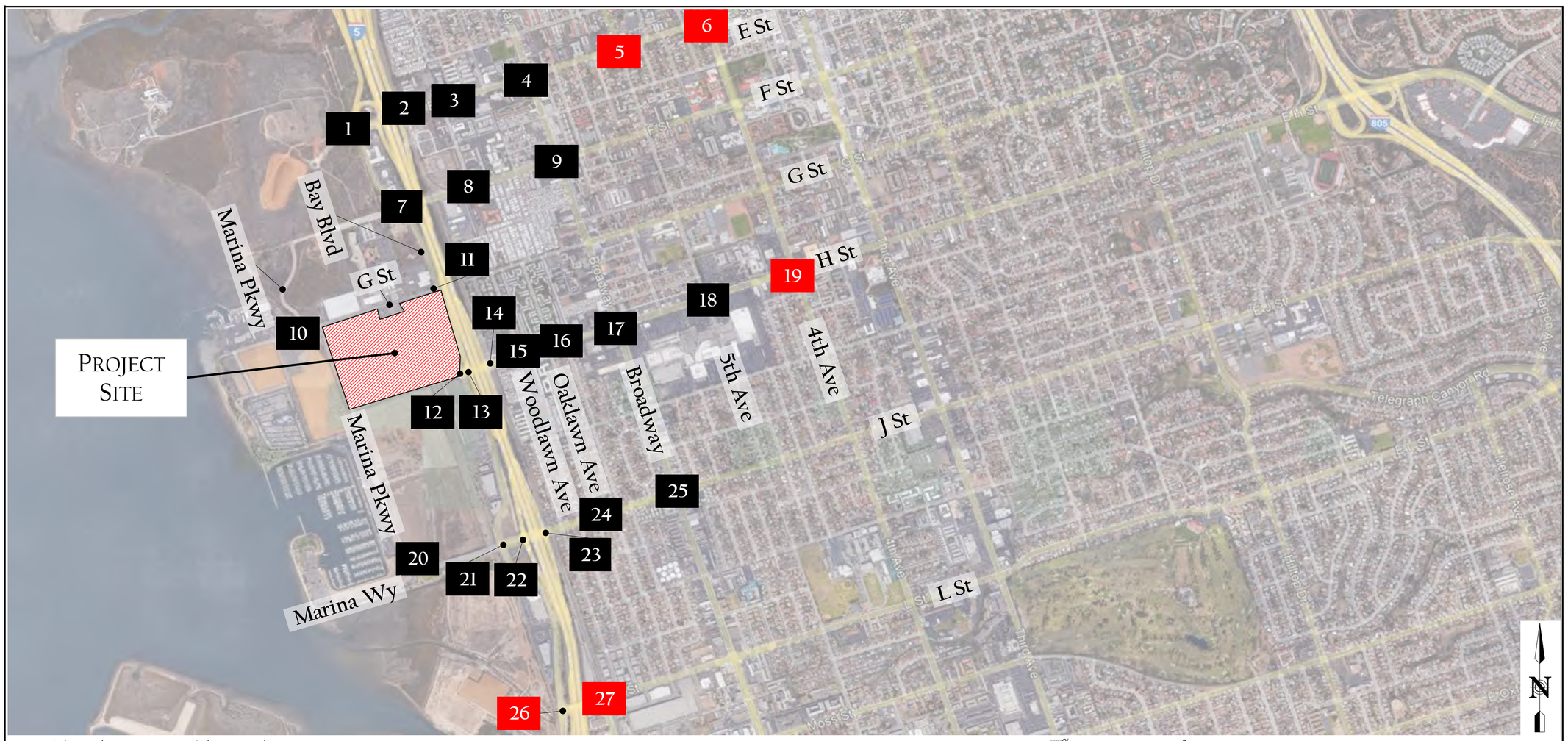


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Rohr/Wohl Bayfront Specific Plan

Project Trip Distribution - Opening Day

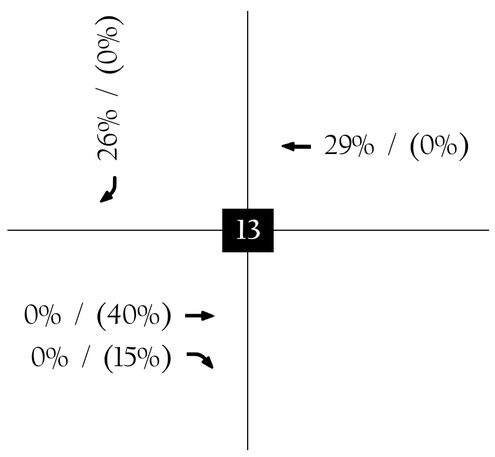
Figure 5-1



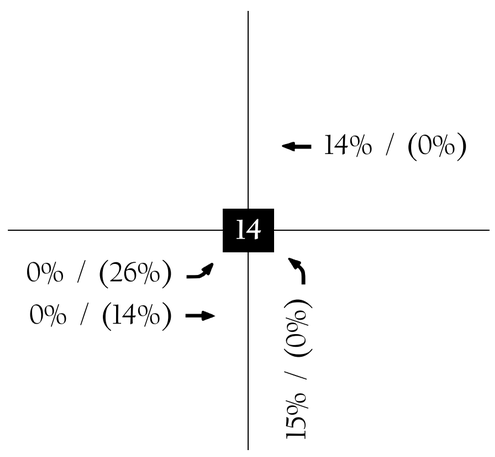
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The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage

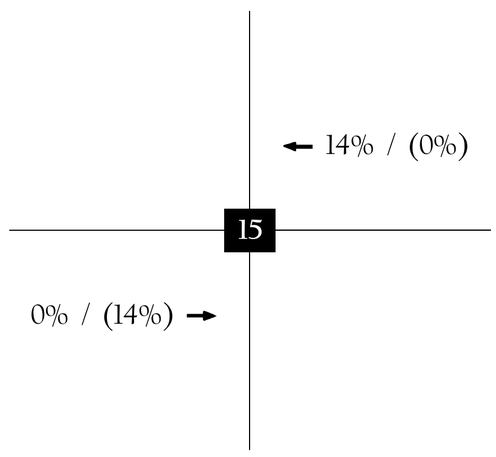
I-5 SB Ramps & H St



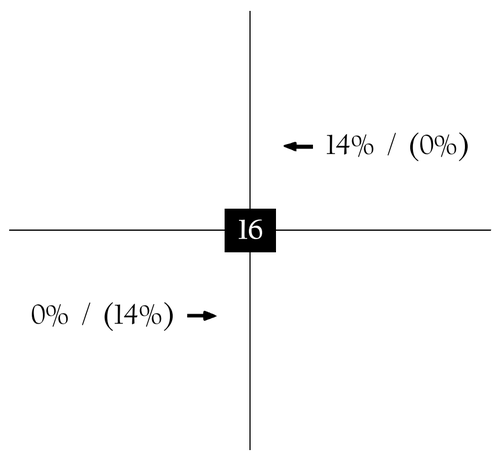
I-5 NB Ramps & H St



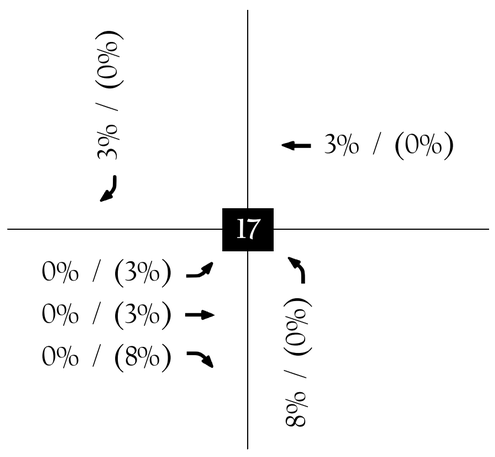
Woodlawn Ave & H St



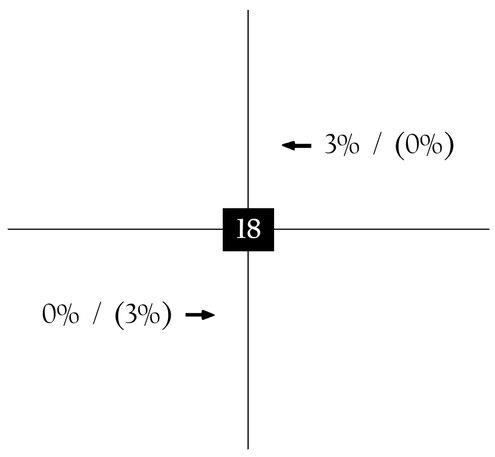
Oaklawn Ave & H St



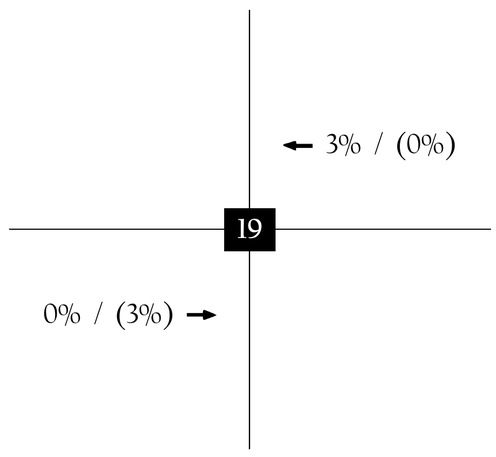
Broadway & H St



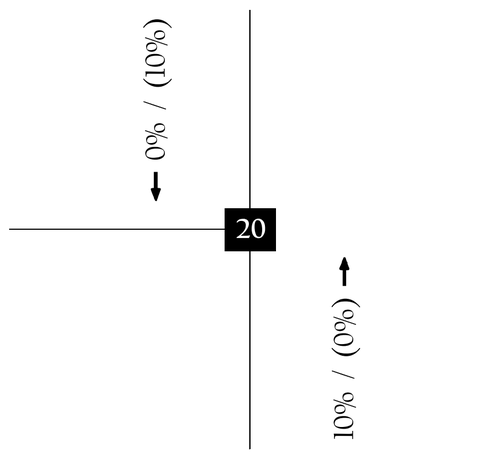
5th Ave & H St



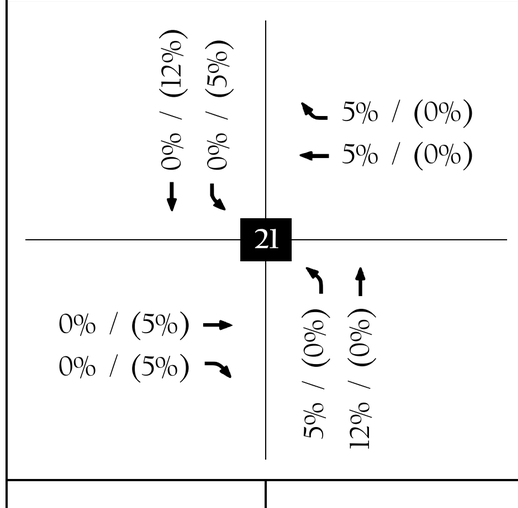
4th Ave & H St



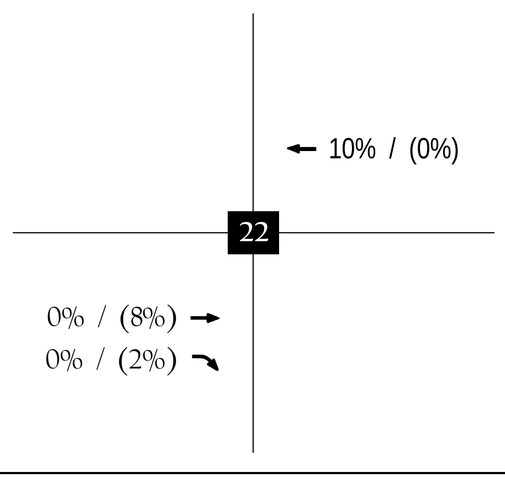
Marina Pkwy & Marina Wy



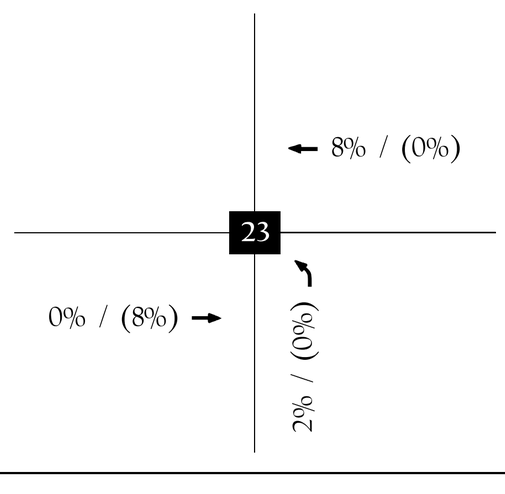
Bay Blvd & J St



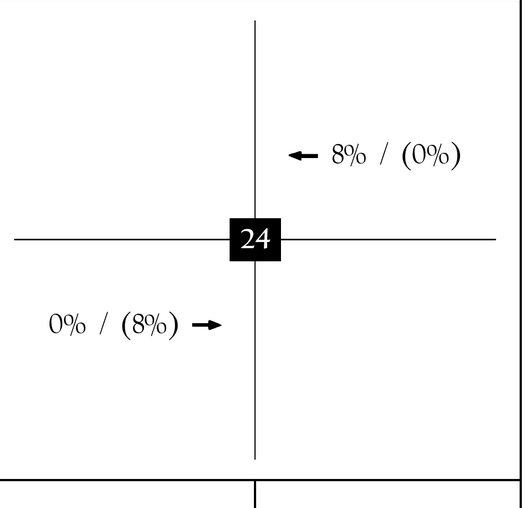
I-5 SB Ramps & J St



I-5 NB Ramps & J St



Oaklawn Ave & J St

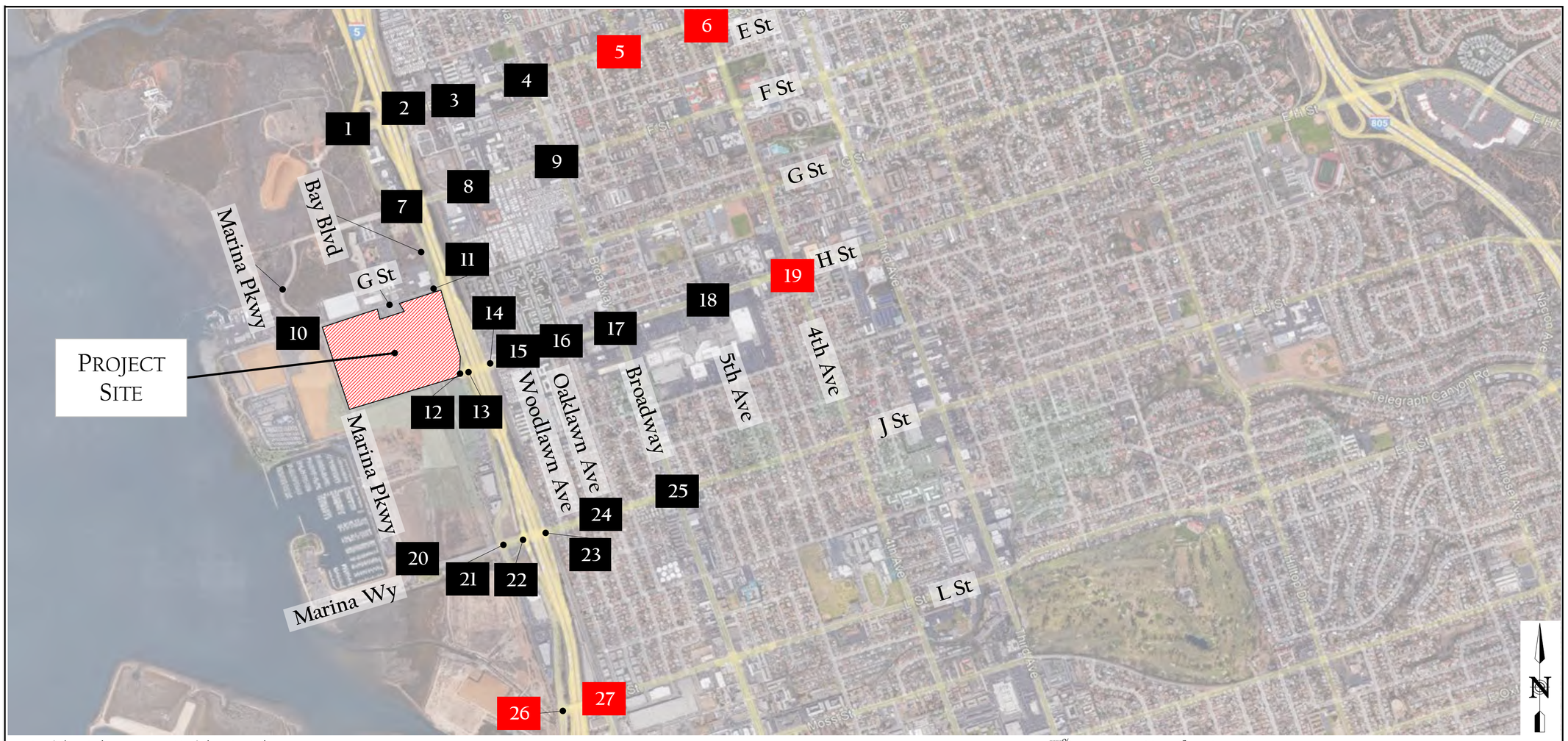


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Rohr/Wohl Bayfront Specific Plan

Project Trip Distribution - Opening Day

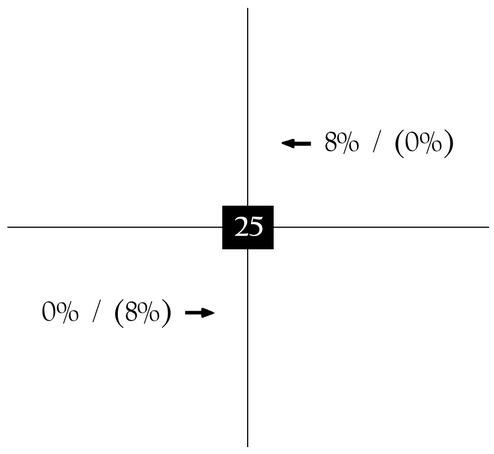
Figure 5-1a



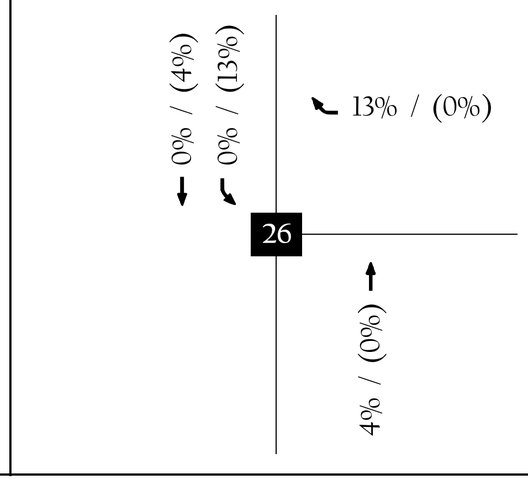
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The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage

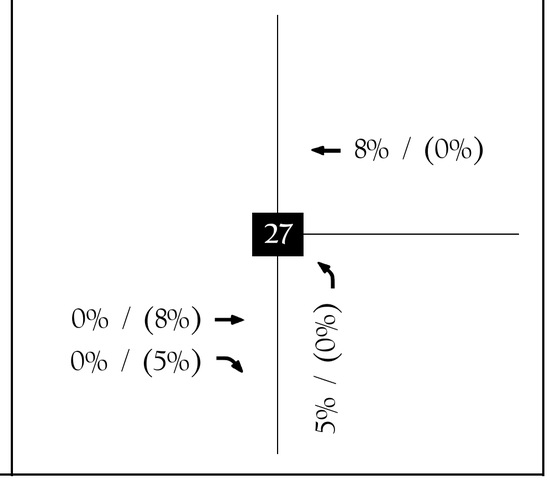
Broadway & J St



Bay Blvd & L St



Industrial Blvd & L St



Rohr/Wohl Bayfront Specific Plan

Project Trip Distribution - Opening Day

Figure 5-1b

Draft - Rohr/Wohl Specific Plan - Proposed Land Use Table*[1]			
ROHR/WOHL LAND USES[3,4]	**Planning Area A**	**Planning Area B**	
	Business Park Flex	B1 Regional Technology Park / Light Industrial / Commercial Office	B2 Commercial Retail / Commercial Visitor / Commercial Office
OFFICE USES			
Administrative and Professional Offices or Services	Permitted	Permitted	Permitted
Corporate and Regional Headquarters	Permitted	Permitted	Permitted
Escrow Office/Financial Institution	Permitted	Permitted	Permitted
Government Offices	Permitted	Permitted	Permitted
Insurance, Investment, Title Company	Permitted	Permitted	Permitted
MEDICAL OFFICE USES			
Animal Hospitals *(including veterinary clinics)*	Permitted	X	Permitted
Laboratories *(e.g., film, medical, dental, R & D)*	Permitted	Permitted	Permitted
Medical Offices and Services	Permitted	Permitted	Permitted
HOTEL USES			
Hotels	Permitted	X	Permitted
RETAIL USES			
Alcohol Sales, on- or off-site *(as stand-alone store or as ancillary use to any other business)*	Permitted	Permitted *(as ancillary use to breweries/distilleries/ restaurants/ food halls/ wineries only)*	Permitted
Animal Sales and Grooming *(Pet Store)*	Permitted	X	Permitted
Artist Shops	Permitted	X	Permitted
Boat Parts and Supplies Stores *(new and used)*	X	X	Permitted
Boat Sales and Leasing *(new and used) - permitted only as a sales office with no boat storage on-site*	Permitted	X	Permitted
Building Materials Store and Yard	X	Permitted (via temporary permit only)	X
Catering	Permitted	X	Permitted
Clothing Stores	Permitted	X	Permitted
Commercial Art/Graphic design	Permitted	X	Permitted
Computer Sales	Permitted	X	Permitted
Consignment Store	Permitted	X	Permitted
Convenience stores/market *(no alcohol sales)*	Permitted	X	Permitted
Copy Centers/Postal Service Centers/Blueprinting	Permitted	X	Permitted
Dry Goods	Permitted	X	Permitted
Furniture Store / Appliance Store	Permitted	X	Permitted
General Retail Sales/Stores	Permitted	X	Permitted
Newsstands	Permitted	X	Permitted
Office Equipment/Supplies	Permitted	X	Permitted
Plant Nurseries *(box plants only)*	Permitted	X	X
Service Retail	Permitted	X	Permitted
Stamps/Coins/Collectibles	Permitted	X	Permitted
Tattoo Shop	X	X	Permitted
Personal Care	Permitted	X	Permitted
Electric Vehicle (EV)/Sales/Service	Permitted	Permitted	X
RECREATION, RESOURCE PRESERVATION, OPEN SPACE			
Convention Centers	Permitted	X	Permitted
Library, Museum, and Cultural Facilities	Permitted	X	Permitted
Outdoor Commercial Recreation	Permitted	X	Permitted
Public Safety Facility	X	X	Permitted
Recreational Equipment Rental *(e.g. bicycles, kayaks, surf)*	Permitted	X	Permitted
Theaters and Auditoriums	Permitted	X	Permitted
EATING/DRINKING, AND ENTERTAINMENT ESTABLISHMENTS			
Bakery/Candy/Creamery	Permitted	Permitted	Permitted
Bars or Night Clubs	Permitted	X	Permitted
Cinemas	Permitted	X	Permitted
Drive In and Drive Through Sales *(queueing and overflow plans required)*	Permitted	X	Permitted
Food Halls *(including gourmet food markets)* Food Halls *(including gourmet food markets, with dedicated space for live entertainment)* *(Food Halls shall permit the accessory sales of goods)*	Permitted CUP	Permitted CUP	Permitted CUP
Ice Cream Shop	Permitted	X	Permitted
Amusement/Entertainment/Fitness and Sports Facilities	Permitted	X	Permitted
Restaurants Restaurants with dedicated space for live entertainment	Permitted CUP	Permitted CUP	Permitted CUP
Studios: Dance, Martial arts, music, yoga, etc.	Permitted	X	Permitted
Video Game Arcade	Permitted	X	Permitted
Winery/Wine Tasting	Permitted	Permitted	Permitted

R & D / TECHNOLOGY USES			
Food Lab/Incubator Space	Permitted	Permitted	X
Maker Spaces	Permitted	Permitted	X
Green Manufacturing	Permitted	Permitted	X
Research and Development (R&D)	Permitted	Permitted	X
Technology Contract/Consulting	Permitted	Permitted	X
LIGHT INDUSTRIAL/BUSINESS PARK USES			
Accessory Commercial	Permitted	Permitted	X
Auction House	Permitted	Permitted	X
Boat service and repair *(minor and major)*	Permitted	Permitted	X
Boat Building	Permitted	Permitted	X
Brewery and Distillery	Permitted	Permitted	Permitted
Commercial Cannabis Sales	X	Permitted	Permitted
Commercial-Industrial	Permitted	Permitted	X
Commercial Laundry Facility	Permitted	Permitted	X
Construction Equipment Sales, Repair, and Incidental Retail Sale of Spare Parts *(operation shall occur within an enclosed building)*	Permitted	Permitted	X
Contractors	Permitted	Permitted	X
E-Commerce[2]			
Distribution/Fulfillment Center	X	Permitted[2]	X
Delivery Stations	X	Permitted[2]	X
Electronic Assembly	Permitted	Permitted	X
Light Manufacturing	Permitted	Permitted	X
Parcel Delivery Service	Permitted	Permitted	X
Port-Related Industrial (IP)	Permitted	Permitted	X
Printing and Publishing	Permitted	Permitted	X
Storage, Warehouse[2]	Permitted	Permitted[2]	X
Wholesale Businesses, Storage and Distribution[2]	Permitted	Permitted[2]	X
PUBLIC/QUASI-PUBLIC USES			
Community Facilities *(excluding public safety)*	X	X	Permitted
~~Religious Facilities~~	~~*~~	~~*~~	~~*~~
Government and Civic Buildings	Permitted	Permitted	Permitted
Vocational and Trade Schools *(students must be 18 years of age or older)*	Permitted	Permitted	Permitted
TEMPORARY/INTERIM USES			
Temporary structures and temporary uses approved by the Development Services Director (or designee) - use not to exceed ten (10) years.	Permitted	Permitted	Permitted
PROHIBITED USES			
Automotive and Truck Sales/Repair Bed and Breakfast Boat Rental Card Room Car Washing Commercial Cannabis Grow Daycares (adult and children) Fuel Storage Group Home Heavy Industrial Hospital Joint Use Parking Lots Kennel, Commercial Maritime Services Nursery Schools/Daycare Facilities Nursing Homes Outside Storage Park and Ride Facility Pawnshop			
Personal Storage Facility Playgrounds or other recreational uses (other than ancillary recreational uses) Public Utility Substation Recreational Vehicle Storage Recycling Facility, Processing Religious Facilities Residential Uses (including bed and breakfast, live/work studios and dormitories) Schools (except vocational/trade schools with students over 18 years of age) Service Station Smoke Shop Storage Yard Transit Facility Utility Facility and Infrastructure Wind Facility			

Footnotes:

**In addition to the use restrictions in this table, private deed restrictions exist on the title to the properties within the Specific Plan Area. The private deed restrictions should be evaluated to determine whether this use is permitted.*

1. See Definition Table for Land Use Definitions

2. Unless an exception is granted at the discretion of the Zoning Administrator (or designee): (i) E-Commerce; Storage, Warehouse; and Wholesale Businesses, Storage and Distribution uses shall not exceed 65% of the total permissible land uses within Planning Area B-1, and (ii) and no single user of the foregoing uses may exceed 100,000 square feet in size within Planning Area B-1. For purposes of this footnote, a "single user" includes entities that share more than 10% ownership in common by, with, or in another user.

3. Other uses not specified in this land use table and of the same general character as the above permitted uses may be allowed through an Administrative CUP approved by the Zoning Adminstrator (or designee)

4. Accessory Uses and Structures include incidental services such as parking, retail sales of products produced or manufactured on the site unless specified in the land use table as not permitted, administrative, executive, and financial offices, and incidental services like restaurants to serve employees, when conducted on premises, and other uses and buildings customarily appurtenant to permitted uses. All accessory uses and structures must comply with applicable provisions of CVMC 19.58.020.

Appendix C

Signal Timing Sheets

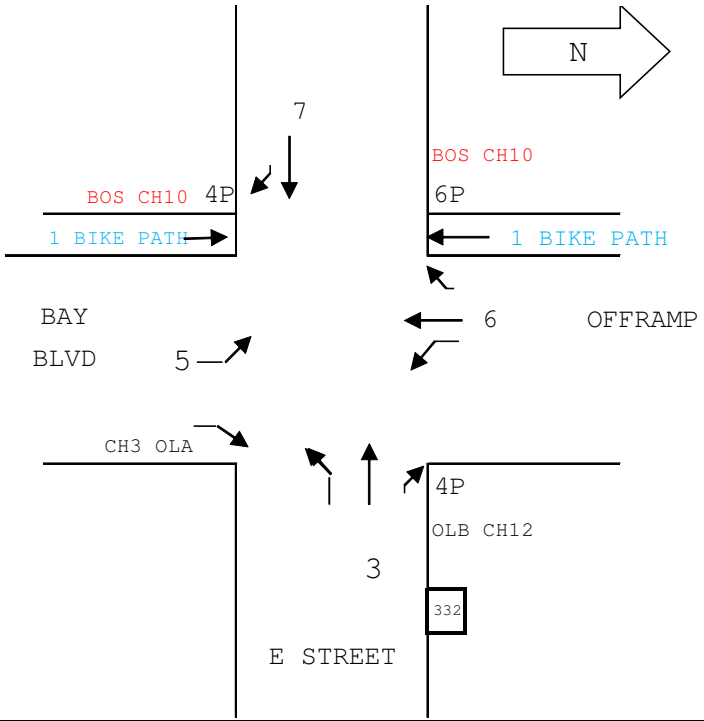
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Location: RTE 5 SB at E Street/Bay Blvd
System:
Master At: N/A Standalone CTSCP
District: 11
I/C: To 5 NB
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
3/17/2021				3/8/2021

		FLASH
PHASE	1) BIKE PHASE	[ ]
	2)	[ ]
	3) WB E Street	[ ]
	4) Pedestrian Phase	[ ]
	5) NB BAY Blvd	[ ]
	6) SB Ramp	[ ]
	7) EB E Street	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D) OVERLAP B CH#12	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout



Comments and Notes:
OLA = FZ 3

PHASE	1	2	3	4	5	6	7	8
PED XING FT	x	x	x	92'	x	79'	x	x
BIKE XING FT	60'	x	108'	x	110'	74'	107'	x

RAM Checksum

Page 2: B12D	Page 8: 85AF
Page 3: A359	Page 9: D2FD
Page 4: CF57	Page 10: 6071
Page 5: 191A	Page 11: F2D5
Page 6: 191A	Page 12: 6828
Page 7: 7324	Page 13: 80C7

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 . 3 4 5 6 7 .
Restricted	1 . 3 . 5 6 7 .

Phase Recalls (2-1-1-2)	
Vehicle Min	. . . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. . . . . 6 . .
Vehicle Calls	1 . 3 . 5 6 7 .
Pedestrian Calls	. . . 4 . 6 . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlaps	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	1 . . . . .
P2	. . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	1 . 3 . 5 6 7 .	. . . . .	. . . . .	. . . 4 . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	1	10	0	7	0	7	0	10
Flash Don't Walk	14	10	0	23	0	16	0	10
Minimum Green	15	10	10	5	10	15	15	10
Det Limit	0	10	0	0	0	0	0	10
Max Initial	0	10	0	0	0	0	0	10
Max Green 1	25	50	30	35	20	40	35	50
Max Green 2	0	50	0	0	0	0	0	50
Max Green 3	0	50	0	0	0	0	0	50
Extension	2.0	5.0	2.0	0.0	2.0	2.0	2.0	5.0
Maximum Gap	2.0	5.0	3.0	0.0	3.0	3.0	2.0	5.0
Minimum Gap	2.0	5.0	1.0	0.0	1.0	1.0	2.0	5.0
Add Per Vehicle	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Reduce Gap By	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0
Reduce Every	1.0	1.0	0.8	1.0	0.8	0.8	1.0	1.0
Yellow	3.7	5.0	4.5	3.0	4.1	5.5	4.1	5.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	4.5	5.0	5.0
Red	0.0	0.0	0.0	1.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
..... 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-29
254 = Flash
255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enabled	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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RAILROAD PREEMPTION

RR 1

Timing (3-1-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
1 . . 4 . . 7 8	. . . . .	. . . . .	. . . . .	. . . 4 . . . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .

Exit Parameters (3-1-5)			
Phase Green	Ovrlap Green	Vehicle Call	Ped Call
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)									
	PR	XR	Gate	Adv Ped	Sign	Sign	Max On	HRI Crsing	Latching
1							5		NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

RR 2

Timing (3-2-1)	
Clear 1	15
Clear 2	5
Clear 3	
Hold	
Min Gr	
Delay	
Exit	
Ped Clr	

Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
1 2 3 . . 6 . .	. . . . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .

Exit Parameters (3-2-5)			
Phase Green	Ovrlap Green	Vehicle Call	Ped Call
. 2 . . . 6 . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-2-6)									
	PR	XR	Gate	Adv Ped	Sign	Sign	Max On	HRI Crsing	Latching
1							5		NO
2									

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x, 12.x, 13.x, 14.x, 15.x, 16.x, 17.x, 18.x x=1 to 8

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . 3	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	RR1		Free	
Max ON		RR2		D2	
Max OFF		RR3		D3	

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6	
Port C	Port D

OUTPUTS

Loadswitch Assignments (2-1-6) +							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

INTERVAL CONTROL

Interval Control (3-3-1)	
	Time
Step 1	
Step 2	
Step 3	
Step 4	
Step 5	
Step 6	
Step 7	
Step 8	

Phase Control (3-3-2)		
Hold	Force	Advance
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

Phase Recall (3-3-3)		
Veh Call	Ped Call	Int Call
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

Phase Permitted (3-3-4)		
Phs Permit	Ped Permit	Ovrlap Permit
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

Configuration (3-3-5)			
Input	Port	Delay	HRI Cross
1			
2			

HRI

HRI Configuration (3-4)	
RailRoad	51
Line	
Group	

	WAYSIDE	ATC
Subnode		
Device		

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	NONE	0	0
Plan 11-19	. . . . .	0.0	NONE	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

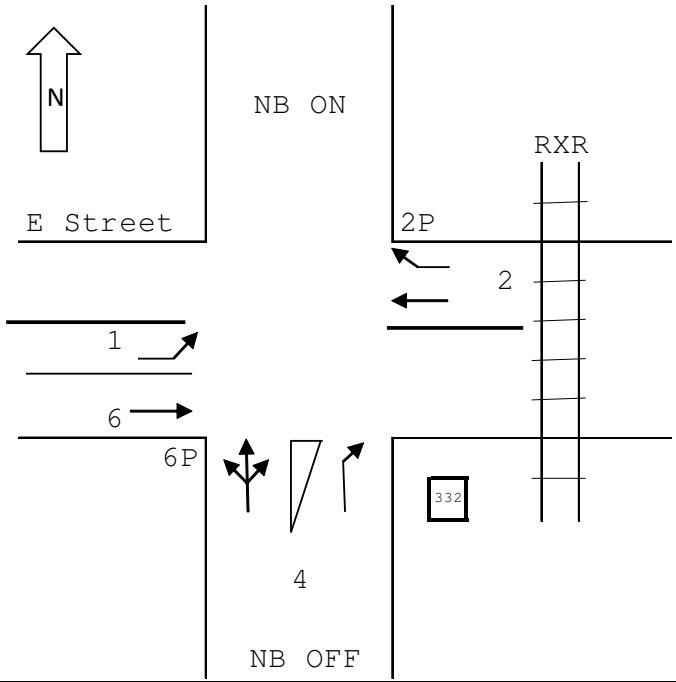
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Location: RTE 5 NB @ E Street
System:
District: 11
Master At: N/A Standalone CTSCP
I/C:
Designed By:
Installed By:
Service Info:

Timing Change: **Date Start:** **Date End:** **Designed:** **Installed:**

			FLASH
PHASE	1)	EBLT E Street	[ ]
	2)	WB E Street	[ ]
	3)		[ ]
	4)	NB Off Ramp	[ ]
	5)		[ ]
	6)	EB E Street	[ ]
	7)		[ ]
	8)		[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout



Comments and Notes:

PHASE	1	2	3	4	5	6	7	8
PED XING FT	X	46'	X	X	X	54'	X	X
BIKE XING FT	X	X	X	X	X	X	X	X

RAM Checksum

Page 2: 454D	Page 8: 85AF
Page 3: AA75	Page 9: 22C6
Page 4: F29E	Page 10: 8884
Page 5: 191A	Page 11: FD55
Page 6: 191A	Page 12: D68F
Page 7: 8A4E	Page 13: 80C7

Post Mile: PM 8.562 RTE 5 NB @ E Street

Printed: 11/1/2022

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	10
Flash Don't Walk	0	9	0	0	0	11	0	10
Minimum Green	5	10	10	5	10	10	10	10
Det Limit	0	0	10	0	10	0	10	10
Max Initial	0	0	10	0	10	0	10	10
Max Green 1	35	35	50	25	50	35	50	50
Max Green 2	0	45	50	0	50	45	50	50
Max Green 3	0	0	50	0	50	0	50	50
Extension	1.0	4.5	5.0	1.0	5.0	2.0	5.0	5.0
Maximum Gap	1.0	5.5	5.0	1.0	5.0	2.0	5.0	5.0
Minimum Gap	1.0	3.0	5.0	1.0	5.0	2.0	5.0	5.0
Add Per Vehicle	0.0	0.0	1.0	0.0	1.0	0.0	1.0	1.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Yellow	3.7	4.1	5.0	4.1	5.0	4.1	5.0	5.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)		*Plan: 1-29*
Plan	OffSet	*254 = Flash*
	A	*255 = Free*
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enabl	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	0700	2100	M T W T F S S	17	. 2 . . . 6 . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11.Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	7	. 2	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 . 4 . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. 2 . . . 6 . .	. . . . .	1 2 . 4 . 6 . .	. 2 . . . 6 . .

Configuration (3-1-6)

PR 1	PR 2	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

PR 1	PR 2	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. 2	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . 4	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	NONE	0	0
Plan 11-19	. . . . .	0.0	NONE	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

B.3 System Information

System Id	11
Name	011 E/Woodlawn
Location	E St & Woodlawn
Contact	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,4,5,6,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	O	V	P	V	V	P	O	V	P	V	V	P	V	O	V	O
Source	3	2	2	3	4	4	1	6	6	7	8	8	5	2	1	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	3.3
Street 1	E St
Street 2	Woodlawn
Last Modified	8/25/2022 9:38 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	G	.	.	.	G	.	.
Enabled	X	X		X	X	X		X
Ring1	X	X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	10	0	7	4	10	0	7
Passage	2.0	4.0	0.0	2.5	2.0	4.0	0.0	2.5
Max 1	22	50	0	27	14	50	0	24
Max 2	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	3.2	3.7	0.0	3.6	3.2	3.7	0.0	3.6
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Walk	0	7	0	0	0	7	0	7
Ped Clear	0	12	0	0	0	9	0	16
Added Initial	0.0	1.2	0.0	0.0	0.0	1.2	0.0	0.0
Max Initial	0	20	0	20	0	20	0	20
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Min Gap	2.0	2.0	0.0	2.5	2.0	2.0	0.0	2.5
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X				X		
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup	X				X			
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Flash Yellow	Normal	Flash Yellow	Normal
Included Phases	6		2	
Modifier Phases	5		1	
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase	6												6		2												2					
Delay	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	120	120	130
Offset Time	0	0	0	0	0	99	115	105
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	120	0	0	0	0	0	0	0
Offset Time	22	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	6
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	25	65	0	30	25	65	0	30	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	65	0	35	20	65	0	35	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	75	0	35	20	75	0	35	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	65	0	35	20	65	0	35	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	10	10	14	15	18	0	0	0	0	0	0	0	0	0	0
Minute	0	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0
Action	6	14	7	14	8	14	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	9	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern6	Pattern7	Pattern8
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Pattern9	Automatic	Automatic	Automatic	Automatic	Free	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	8	1,6	4		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X					X	X
Override Flash	X	X					X	X
Override +1	X	X					X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	120	120	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	0	0	255	255
Enter Min Walk	255	255	0	0	0	0	255	255
Enter Min Ped Clear	255	255	0	0	0	0	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Unused Output	1
C1-89	Unused Output	1
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Unused Input
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3 Web UI

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.0.12	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.0.254	0.0.0.0
NTCIP Port	8001	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

A.8 SPaT Destinations

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

A.2.1.1 FHP Response Forwarding

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **14**

N/S Street Name: **Broadway**
E/W Street Name: **E Street**
Version **5.0**

Change Record					
Change	By	Date	Change	By	Date

Notes: **Serial:COM102:**

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	4	<C/0+0+0>
Zone Number	1	<C/0+0+1>
Area Number	1	<C/0+0+2>
Area Address	14	<C/0+0+3>
QuicNet Channel	Serial:COM102:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start		<F/1+0+E>
Red Revert	3.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk		<F/1+0+0>
Exclusive FDW		<F/1+0+1>
All Red Clear		<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ---->		→		↓		←		↑	
0	Ped Walk		7		7		7		7	0
1	Ped FDW		25		19		22		18	1
2	Min Green	4	10	4	10	4	10	4	10	2
3	Type 3 Disconnect									3
4	Added per Vehicle									4
5	Veh Extension	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0	5
6	Max Gap	2.0	4.5	2.0	4.5	2.0	4.5	2.0	4.5	6
7	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	7
8	Max Limit	30	50	30	50	30	50	30	50	8
9	Max Limit 2									9
A	Adv. / Delay Walk									A
B	PE Min Ped FDW									B
C	Cond Serv Check									C
D	Reduce Every		1.5		1.5		1.5		1.5	D
E	Yellow Change	3.2	3.6	3.2	3.6	3.2	3.6	3.2	3.6	E
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	F

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2	20				
Phase 3					
Phase 4	20				
Phase 5					
Phase 6	20				
Phase 7					
Phase 8	20				
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
EV-C Delay	
EV-C Clear	
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row		F	Row
0	Permit	12345678	0
1	Red Lock	_____	1
2	Yellow Lock	_____	2
3	Min Recall	_2___6__	3
4	Ped Recall	_____	4
5	*View Set Peds*	- - - - -	5
6	Rest In Walk	_____	6
7	Red Rest	_____	7
8	Dual Entry	_____	8
9	Max Recall	_____	9
A	Soft Recall	_____	A
B	Max 2	_____	B
C	Cond. Service	_____	C
D	Man Cntrl Calls	_____	D
E	Yellow Start	_____	E
F	First Phases	_2___6__	F

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number									0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8										8
9										9
A										A
B										B
C										C
D	Green Clear									D
E	Yellow Change									E
F	Red Clear									F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Allow QuicNet PE
8 =

Row		C	Row
0	EV-A		0
1	EV-B		1
2	EV-C		2
3	EV-D		3
4	RR-1 *	- - -	4
5	RR-2 *	- - -	5
6	SE-1		6
7	SE-2		7

Preempt Priority <C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Configuration <C+0+E=125>

Row	Column Numbers ---->	E	Row
0	Exclusive Phases		0
1	RR-1 Clear Phases		1
2	RR-2 Clear Phases		2
3	RR-2 Limited Service		3
4	Prot / Perm Phases		4
5	Flash to PE Circuits		5
6	Flash Entry Phases		6
7	Disable Yellow Range		7
8	Disable Ovp Yel Range		8
9	Overlap Yellow Flash		9
A	EV-A Phases	_2__5__	A
B	EV-B Phases	___4__7_	B
C	EV-C Phases	1____6__	C
D	EV-D Phases	__3____8	D
E	Extra 1 Config. Bits	1_3_5___	E
F	IC Select (Interconnect)	_2_____	F

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	_2_____
Ped for 6P Output	_____6__
Ped for 4P Output	___4____
Ped for 8P Output	_____8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	__3____

Specials <C+0+F=2>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Row		2	Row
0			0
1	Phase 1		1
2	Phase 2		2
3	Phase 3		3
4	Phase 4		4
5	Phase 5		5
6	Phase 6		6
7	Phase 7		7
8	Phase 8		8

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length						120	120	130	130	0
1	Phase 1 - ForceOff						21	21	21	24	1
2	Phase 2 - ForceOff						60	55	63	61	2
3	Phase 3 - ForceOff						83	83	85	89	3
4	Phase 4 - ForceOff						0	0	0	0	4
5	Phase 5 - ForceOff						26	26	29	27	5
6	Phase 6 - ForceOff						60	60	63	61	6
7	Phase 7 - ForceOff						83	81	85	86	7
8	Phase 8 - ForceOff						0	0	0	0	8
9	Ring Offset						0	0	0	0	9
A	Offset 1						80	5	88	4	A
B	Offset 2						0	0	0	0	B
C	Offset 3						0	0	0	0	C
D	Perm 1 - End						5	5	5	5	D
E	Hold Release						255	255	255	255	E
F	Zone Offset						0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync	___4___8	6
7	Plan 7 - Sync	___4___8	7
8	Plan 8 - Sync	___4___8	8
9	Plan 9 - Sync	___4___8	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		Ped Adjustment	Perm 2 - Start	Perm 2 - End	Perm 3 - Start	Perm 3 - End	Reservice Time	Reservice Phases		Pretimed Phases	Max Recall	Perm 1 Veh Phase	Perm 1 Ped Phase	Perm 2 Veh Phase	Perm 2 Ped Phase	Perm 3 Veh Phase	Perm 3 Ped Phase	Row
0		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	0
1		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	1
2		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	2
3		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	3
4		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	4
5		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	5
6		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	6
7		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	7
8		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	8
9		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	9
A		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	A
B		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	B
C		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	C
D		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	D
E		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	E
F		0	0	0	0	0	0	_____		_____	_____	12345678	12345678	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag		1
2	Plan 2 - Lag		2
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag		5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1		NOT-3		Max 2		Pretimed		Set Monday		Dial 2 (7-Wire)		Sim Term		0
1	Spec. Funct. 2		NOT-4		System Det 1		Plan 1		Ext. Perm 1		Dial 3 (7-Wire)		EV-A	**71**	1
2	Spec. Funct. 3		OR-4 (a)		System Det 2		Plan 2		Ext. Perm 2		Offset 1 (7-Wire)		EV-B	**72**	2
3	Spec. Funct. 4		OR-4 (b)		System Det 3		Plan 3		Reserved		Offset 2 (7-Wire)		EV-C	**73**	3
4	NAND-3 (a)		OR-5 (a)		System Det 4		Plan 4		Set Clock		Offset 3 (7-Wire)		EV-D	**74**	4
5	NAND-3 (b)		OR-5 (b)		System Det 5		Plan 5		Stop Time	**82**	Free (7-Wire)		RR-1	**51**	5
6	NAND-4 (a)		OR-6 (a)		System Det 6		Plan 6		Flash Sense	**81**	Flash (7-Wire)		RR-2	**52**	6
7	NAND-4 (b)		OR-6 (b)		System Det 7		Plan 7		Manual Enable		Excl. Ped Omit		Spec. Event 1		7
8	OR-7 (a)		Fig 3 Diamond		System Det 8		Plan 8		Man. Advance		NOT-1		Spec. Event 2		8
9	OR-7 (b)		Fig 4 Diamond		Max Inhibit (nema)		Plan 9		External Alarm		NOT-2		External Lag		9
A	OR-7 (c)		AND-4 (a)		Force A (nema)		DELAY-A		Phase Bank 2		OR-1 (a)		AND-1 (a)		A
B	OR-7 (d)		AND-4 (b)		Force B (nema)		DELAY-B		Phase Bank 3		OR-1 (b)		AND-1 (b)		B
C	OR-8 (a)		NAND-1 (a)		C.N.A. (nema)		DELAY-C		Overlap Set 2		OR-2 (a)		AND-2 (a)		C
D	OR-8 (b)		NAND-1 (b)		Hold (nema)		DELAY-D		Overlap Set 3		OR-2 (b)		AND-2 (b)		D
E	OR-8 (c)		NAND-2 (a)		Max Recall		DELAY-E		Detector Set 2		OR-3 (a)		AND-3 (a)		E
F	OR-8 (d)		NAND-2 (b)		Min Recall		DELAY-F		Detector Set 3		OR-3 (b)		AND-3 (b)		F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1		Preempt Fail		Flasher 0		Free		NOT-1		TOD Out 1		Dial 2 (7-Wire)		0
1	Phase ON - 2		Sp Evnt Out 1		Flasher 1		Plan 1		OR-1		TOD Out 2		Dial 3 (7-Wire)		1
2	Phase ON - 3		Sp Evnt Out 2		Fast Flasher		Plan 2		OR-2		TOD Out 3		Offset 1 (7-Wire)		2
3	Phase ON - 4		Sp Evnt Out 3		Fig 3 Diamond		Plan 3		OR-3		TOD Out 4		Offset 2 (7-Wire)		3
4	Phase ON - 5		Sp Evnt Out 4		Fig 4 Diamond		Plan 4		AND-1		TOD Out 5		Offset 3 (7-Wire)		4
5	Phase ON - 6		Sp Evnt Out 5				Plan 5		AND-2		TOD Out 6		Free (7-Wire)		5
6	Phase ON - 7		Sp Evnt Out 6				Plan 6		AND-3		TOD Out 7		Flash (7-Wire)		6
7	Phase ON - 8		Sp Evnt Out 7				Plan 7		NOT-2		TOD Out 8		Preempt		7
8	Ph. Check - 1		Sp Evnt Out 8		NOT-3		Plan 8		EV-A		Adv. Warn - 1		Low Priority A		8
9	Ph. Check - 2				NOT-4		Plan 9		EV-B		Adv. Warn - 2		Low Priority B		9
A	Ph. Check - 3		Detector Fail		OR-4		Spec. Funct. 3		EV-C		DELAY-A		Low Priority C		A
B	Ph. Check - 4		Spec. Funct. 1		OR-5		Spec. Funct. 4		EV-D		DELAY-B		Low Priority D		B
C	Ph. Check - 5		Spec. Funct. 2		OR-6		NAND-3		RR-1		DELAY-C				C
D	Ph. Check - 6		Central Control		AND-4		NAND-4		RR-2		DELAY-D				D
E	Ph. Check - 7		Excl. Ped DW		NAND-1		OR-7		Spec. Event 1		DELAY-E				E
F	Ph. Check - 8		Excl. Ped WK		NAND-2		OR-8		Spec. Event 2		DELAY-F				F

Assignable Outputs <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
	Column Numbers ----->								
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**4**	<C/5+2+A>
Begin Week	**1**	<C/5+2+B>
End Month	**10**	<C/5+2+C>
End Week	**5**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow		<F/1+C+E>
Phase Number		<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow		<F/1+D+E>
Phase Number		<F/1+D+F>

Advance Warning Beacon - Sign 2

Row	1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->			1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	___45_7_	_2_____	123____	2.0	1.5
1		40	___45_7_	_____6__	123____		
2		41	___45_7_	___4____	123____		
3		42	___45_7_	_______8	123____		
4		43	___45_7_	_2_____	123____		
5		44	___45_7_	_____6__	123____		
6		45	___45_7_	___4____	123____	2.0	1.5
7		46	___45_7_	_______8	123____		
8		47	___45_7_	_2_____	123____		
9		48	___45_7_	_____6__	123____		
A		49	___45_7_	___4____	123____		
B		50	___45_7_	_______8	123____		
C		55	___45_7_	____5___	123____		
D		56	___45_7_	1_______	123____		
E		57	___45_7_	_____7_	123____		
F		58	___45_7_	__3_____	123____		

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	___45_7_	____5___	123____		
1		60	___45_7_	1_______	123____		
2		61	___45_7_	_____7_	123____		
3		62	___45_7_	__3_____	123____		
4		63	___45_7_	_2_____	123____		
5		64	___45_7_	_____6__	123____		
6		65	___45_7_	___4____	123____	10.0	
7		66	___45_7_	_______8	123____		
8		67	_2_____	_2_____	123____		
9		68	_2_____	_____6__	123____		
A		69	_2_____	___4____	123____		
B		70	_2_____	_______8	123____		
C		76	___45_7_	_2_____	123____		
D		77	___45_7_	_____6__	123____		
E		78	___45_7_	___4____	123____		
F		79	___45_7_	_______8	123____		

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type		<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A		A
DELAY-B		B
DELAY-C		C
DELAY-D		D
DELAY-E		E
DELAY-F		F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm	_____	<C/5+F+0>

Disable Alarm Reporting

Row	Time	Plan	Offset	Day of Week
0	07 : 00	6	A	_23456_
1	10 : 00	E	A	_23456_
2	10 : 30	7	A	_23456_
3	14 : 30	E	A	_23456_
4	14 : 40	8	A	_23456_
5	18 : 30	E	A	_23456_
6	10 : 30	9	A	1_____7
7	16 : 00	E	A	1_____7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

[ ] <E/27+5+F>
Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

[ ] <E/28+5+F>
Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>

Min Time (seconds) | **2** | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | **2** | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | _____ | <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | | <F/1+A+D>

Bus Delay

Max Time (seconds) | | <F/1+A+E>

Max Early Green

Max Time (seconds) | | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

Chula Vista
033 5th/E > Unit Configuration > Unit Configuration

B.3 System Information

System Id	33
Name	033 5TH/E
Location	5th Ave & E Street

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,4,5,6,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X			X		X	X			X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	1.11
Street 1	E Street
Street 2	Fifth Avenue
Last Modified	10/21/2021 3:44 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	254

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	4	2	2	2	4	2	2
Enabled	X	X		X	X	X		X
Ring1	X	X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	10	0	10	4	10	0	10
Passage	2.0	4.2	0.0	3.0	2.0	4.2	0.0	3.0
Max 1	30	50	0	40	30	50	0	40
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.2	3.9	0.0	3.6	3.2	3.9	0.0	3.6
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	12	0	17	0	12	0	16
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
Min Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X				X		
Cond. Service								
Lock Detector Memory								
Dual Entry				X				X
Simultaneous Gap	X	X		X	X	X		X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	120	120	120
Offset Time	0	0	0	0	0	25	89	8
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	65	0	0	0	0	0	0	0
Offset Time	36	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	19	60	0	41	19	60	0	41	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	15	69	0	36	20	64	0	36	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	69	0	31	20	69	0	31	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	11	24	0	30	10	25	0	30	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	10	10	14	15	18	0	0	0	0	0	0	0	0	0	0
Minute	0	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0
Action	6	14	7	14	8	14	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	9	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	0	0	0	0	0	6	7	8
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	9	0	0	0	0	254	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,8	1,6	4,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	120	120	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	0	0	255	255
Enter Min Walk	255	255	0	0	0	0	255	255
Enter Min Ped Clear	255	255	0	0	0	0	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.3 TSP Phase Adjustment Times — Strategy 1 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	1	0	0	0	0	0
Group Address	1	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.0.152	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.0.254	0.0.0.0
NTCIP Port	8008	161
NTCIP Mode	UDP	UDP
AB3418 Port	8008	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **44**

N/S Street Name: **Fourth Avenue**
E/W Street Name: **E Street**
Version **5.0**

Change Record					
Change	By	Date	Change	By	Date

Notes: **UDP:8007:10.242.0.124**

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	124	<C/0+0+3>
QuicNet Channel	P:8007:10.242.0.	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start		<F/1+0+E>
Red Revert	3.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk		<F/1+0+0>
Exclusive FDW		<F/1+0+1>
All Red Clear		<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ---->		→		↓		←		↑	
0	Ped Walk		7		7		7		7	0
1	Ped FDW		19		21		23		23	1
2	Min Green	4	10	4	10	4	10	4	10	2
3	Type 3 Disconnect									3
4	Added per Vehicle				1.0				1.0	4
5	Veh Extension	2.0	2.6	2.0	3.5	2.0	2.6	2.0	3.5	5
6	Max Gap	2.0	2.6	2.0	3.9	2.0	2.6	2.0	3.9	6
7	Min Gap	2.0	2.6	2.0	2.0	2.0	2.6	2.0	2.0	7
8	Max Limit	20	40	20	50	20	40	20	50	8
9	Max Limit 2									9
A	Adv. / Delay Walk									A
B	PE Min Ped FDW									B
C	Cond Serv Check									C
D	Reduce Every				2.0				2.0	D
E	Yellow Change	3.2	3.9	3.2	3.9	3.2	3.9	3.2	3.9	E
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	F

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2	20				
Phase 3					
Phase 4	20				
Phase 5					
Phase 6	20				
Phase 7					
Phase 8	20				
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
EV-C Delay	
EV-C Clear	
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

	F	
Permit	12345678	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	___4___8	3
Ped Recall	_____	4
View Set Peds	- - - - -	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	_2___6__	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	_____	E
First Phases	___4___8	F

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name ---->								
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Allow QuicNet PE
8 =

Row		C
0	EV-A	
1	EV-B	
2	EV-C	
3	EV-D	
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	
7	SE-2	

Preempt Priority <C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	1___5___
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5___
B	EV-B Phases	___4__7_
C	EV-C Phases	1____6__
D	EV-D Phases	__3____8
E	Extra 1 Config. Bits	1_3_5___
F	IC Select (Interconnect)	_2_____

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	_2_____
Ped for 6P Output	_____6__
Ped for 4P Output	___4____
Ped for 8P Output	_____8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	__3____

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Row		2
0		
1	Phase 1	10
2	Phase 2	10
3	Phase 3	10
4	Phase 4	10
5	Phase 5	10
6	Phase 6	10
7	Phase 7	10
8	Phase 8	10

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length						120	120	120	130	0
1	Phase 1 - ForceOff						21	19	19	25	1
2	Phase 2 - ForceOff						55	58	55	62	2
3	Phase 3 - ForceOff						81	79	78	88	3
4	Phase 4 - ForceOff						0	0	0	0	4
5	Phase 5 - ForceOff						21	19	19	25	5
6	Phase 6 - ForceOff						55	58	55	62	6
7	Phase 7 - ForceOff						81	81	81	89	7
8	Phase 8 - ForceOff						0	0	0	0	8
9	Ring Offset						0	0	0	0	9
A	Offset 1						13	74	60	99	A
B	Offset 2						0	0	0	0	B
C	Offset 3						0	0	0	0	C
D	Perm 1 - End						5	5	5	5	D
E	Hold Release						255	255	255	255	E
F	Zone Offset						0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
0			0
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync	___4___8	6
7	Plan 7 - Sync	___4___8	7
8	Plan 8 - Sync	___4___8	8
9	Plan 9 - Sync	___4___8	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment						0	0	0	0	0
1	Perm 2 - Start						0	0	0	0	1
2	Perm 2 - End						0	0	0	0	2
3	Perm 3 - Start						0	0	0	0	3
4	Perm 3 - End						0	0	0	0	4
5	Reservice Time						0	0	0	0	5
6	Reservice Phases						_____	_____	_____	_____	6
7											7
8	Pretimed Phases						_____	_____	_____	_____	8
9	Max Recall						_____	_____	_____	_____	9
A	Perm 1 Veh Phase						12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase						12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase						_____	_____	_____	_____	C
D	Perm 2 Ped Phase						_____	_____	_____	_____	D
E	Perm 3 Veh Phase						_____	_____	_____	_____	E
F	Perm 3 Ped Phase						_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag		1
2	Plan 2 - Lag		2
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag		5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1		NOT-3		Max 2		Pretimed		Set Monday		Dial 2 (7-Wire)		Sim Term		0
1	Spec. Funct. 2		NOT-4		System Det 1		Plan 1		Ext. Perm 1		Dial 3 (7-Wire)		EV-A	**71**	1
2	Spec. Funct. 3		OR-4 (a)		System Det 2		Plan 2		Ext. Perm 2		Offset 1 (7-Wire)		EV-B	**72**	2
3	Spec. Funct. 4		OR-4 (b)		System Det 3		Plan 3		Reserved		Offset 2 (7-Wire)		EV-C	**73**	3
4	NAND-3 (a)		OR-5 (a)		System Det 4		Plan 4		Set Clock		Offset 3 (7-Wire)		EV-D	**74**	4
5	NAND-3 (b)		OR-5 (b)		System Det 5		Plan 5		Stop Time	**82**	Free (7-Wire)		RR-1	**51**	5
6	NAND-4 (a)		OR-6 (a)		System Det 6		Plan 6		Flash Sense	**81**	Flash (7-Wire)		RR-2	**52**	6
7	NAND-4 (b)		OR-6 (b)		System Det 7		Plan 7		Manual Enable		Excl. Ped Omit		Spec. Event 1		7
8	OR-7 (a)		Fig 3 Diamond		System Det 8		Plan 8		Man. Advance		NOT-1		Spec. Event 2		8
9	OR-7 (b)		Fig 4 Diamond		Max Inhibit (nema)		Plan 9		External Alarm		NOT-2		External Lag		9
A	OR-7 (c)		AND-4 (a)		Force A (nema)		DELAY-A		Phase Bank 2		OR-1 (a)		AND-1 (a)		A
B	OR-7 (d)		AND-4 (b)		Force B (nema)		DELAY-B		Phase Bank 3		OR-1 (b)		AND-1 (b)		B
C	OR-8 (a)		NAND-1 (a)		C.N.A. (nema)		DELAY-C		Overlap Set 2		OR-2 (a)		AND-2 (a)		C
D	OR-8 (b)		NAND-1 (b)		Hold (nema)		DELAY-D		Overlap Set 3		OR-2 (b)		AND-2 (b)		D
E	OR-8 (c)		NAND-2 (a)		Max Recall		DELAY-E		Detector Set 2		OR-3 (a)		AND-3 (a)		E
F	OR-8 (d)		NAND-2 (b)		Min Recall		DELAY-F		Detector Set 3		OR-3 (b)		AND-3 (b)		F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1		Preempt Fail		Flasher 0		Free		NOT-1		TOD Out 1		Dial 2 (7-Wire)		0
1	Phase ON - 2		Sp Evnt Out 1		Flasher 1		Plan 1		OR-1		TOD Out 2		Dial 3 (7-Wire)		1
2	Phase ON - 3		Sp Evnt Out 2		Fast Flasher		Plan 2		OR-2		TOD Out 3		Offset 1 (7-Wire)		2
3	Phase ON - 4		Sp Evnt Out 3		Fig 3 Diamond		Plan 3		OR-3		TOD Out 4		Offset 2 (7-Wire)		3
4	Phase ON - 5		Sp Evnt Out 4		Fig 4 Diamond		Plan 4		AND-1		TOD Out 5		Offset 3 (7-Wire)		4
5	Phase ON - 6		Sp Evnt Out 5				Plan 5		AND-2		TOD Out 6		Free (7-Wire)		5
6	Phase ON - 7		Sp Evnt Out 6				Plan 6		AND-3		TOD Out 7		Flash (7-Wire)		6
7	Phase ON - 8		Sp Evnt Out 7				Plan 7		NOT-2		TOD Out 8		Preempt		7
8	Ph. Check - 1		Sp Evnt Out 8		NOT-3		Plan 8		EV-A		Adv. Warn - 1		Low Priority A		8
9	Ph. Check - 2				NOT-4		Plan 9		EV-B		Adv. Warn - 2		Low Priority B		9
A	Ph. Check - 3		Detector Fail		OR-4		Spec. Funct. 3		EV-C		DELAY-A		Low Priority C		A
B	Ph. Check - 4		Spec. Funct. 1		OR-5		Spec. Funct. 4		EV-D		DELAY-B		Low Priority D		B
C	Ph. Check - 5		Spec. Funct. 2		OR-6		NAND-3		RR-1		DELAY-C				C
D	Ph. Check - 6		Central Control		AND-4		NAND-4		RR-2		DELAY-D				D
E	Ph. Check - 7		Excl. Ped DW		NAND-1		OR-7		Spec. Event 1		DELAY-E				E
F	Ph. Check - 8		Excl. Ped WK		NAND-2		OR-8		Spec. Event 2		DELAY-F				F

Assignable Outputs <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**4**	<C/5+2+A>
Begin Week	**1**	<C/5+2+B>
End Month	**10**	<C/5+2+C>
End Week	**5**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow		<F/1+C+E>
Phase Number		<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow		<F/1+D+E>
Phase Number		<F/1+D+F>

Advance Warning Beacon - Sign 2

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->			1	2	3	1	3
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	___45_7_	_2_____	123____	2.0	1.5
1		40	___45_7_	_____6__	123____		
2		41	___45_7_	___4____	123____		
3		42	___45_7_	_______8	123____		
4		43	___45_7_	_2_____	123____		
5		44	___45_7_	_____6__	123____		
6		45	___45_7_	___4____	123____	2.0	1.5
7		46	___45_7_	_______8	123____		
8		47	___45_7_	_2_____	123____		
9		48	___45_7_	_____6__	123____		
A		49	___45_7_	___4____	123____		
B		50	___45_7_	_______8	123____		
C		55	___45_7_	____5___	123____		
D		56	___45_7_	1_______	123____		
E		57	___45_7_	______7_	123____		
F		58	___45_7_	__3_____	123____		

		4	5	6	7	2	4
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	___45_7_	____5___	123____		
1		60	___45_7_	1_______	123____		
2		61	___45_7_	______7_	123____		
3		62	___45_7_	__3_____	123____		
4		63	___45_7_	_2_____	123____		
5		64	___45_7_	_____6__	123____		
6		65	___45_7_	___4____	123____	2.0	1.5
7		66	___45_7_	_______8	123____		
8		67	_2_____	_2_____	123____		
9		68	_2_____	_____6__	123____		
A		69	_2_____	___4____	123____		
B		70	_2_____	_______8	123____		
C		76	___45_7_	_2_____	123____		
D		77	___45_7_	_____6__	123____		
E		78	___45_7_	___4____	123____		
F		79	___45_7_	_______8	123____		

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type		<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A		A
DELAY-B		B
DELAY-C		C
DELAY-D		D
DELAY-E		E
DELAY-F		F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm	_____	<C/5+F+0>

Disable Alarm Reporting

Row	Time	Plan	Offset	Day of Week
0	07 : 00	6	A	_23456_
1	10 : 00	E	A	_23456_
2	10 : 30	7	A	_23456_
3	14 : 30	E	A	_23456_
4	15 : 00	8	A	_23456_
5	18 : 30	E	A	_23456_
6	10 : 30	9	A	1_____7
7	16 : 00	E	A	1_____7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/27+5+F>
Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

<E/28+5+F>
Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>

Min Time (seconds) **2** <F/1+0+8>
Min Green Before PE Force Off

Max Time (minutes) **2** <F/1+0+9>
Max Preempt Time Before Failure

Min Time (seconds) <F/1+0+A>
Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Pri. Channel _____ <E/125+C+8>
Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) <F/1+A+D>
Bus Delay

Max Time (seconds) <F/1+A+E>
Max Early Green

Max Time (seconds) <F/1+A+F>
Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)
Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

Chula Vista
015 Broadway/F > Unit Configuration > Unit Configuration

B.3 System Information

System Id	15
Name	015 Broadway/F
Location	Broadway & F St

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	1.11
Street 1	F Street
Street 2	Broadway
Last Modified	5/24/2021 9:53 AM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	2	2	2	4	2	2	2	4
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	1,2,3,4
Ring 2	5,6,8,7
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	10	4	10	4	10	4	10
Passage	2.0	4.5	2.0	4.6	2.0	4.0	2.0	4.6
Max 1	30	30	30	40	30	30	30	40
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.2	3.6	3.2	3.6	3.2	3.6	3.2	3.6
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	24	0	22	0	23	0	20
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	2	0	2	0	2	0	2
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall				X				X
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle				X				X
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	120	120	130
Offset Time	0	0	0	0	0	63	115	84
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	9	9	9
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	130	0	0	0	0	0	0	0
Offset Time	125	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	9	1	1	1	1	1	1	1
Correction Mode								
Maximum Mode								
Force Mode								
Perm Strategy								
Omit Strategy								
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond								
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	36	23	41	20	36	23	41	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase				X				X								
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	30	23	47	20	30	20	50	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase				X				X								
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	22	36	22	50	22	36	20	52	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase				X				X								
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	36	20	54	20	36	20	54	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase				X				X								
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	10	10	14	14	18	0	0	0	0	0	0	0	0	0	0
Minute	0	0	30	30	40	30	0	0	0	0	0	0	0	0	0	0
Action	6	14	7	14	8	14	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	9	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	1	2	0	0	0	6	7	8
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	9	0	0	0	0	254	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	0	0	0	0	0	0	0	0
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X					X	X
Override Flash	X	X					X	X
Override +1	X	X					X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	120	120	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	0	0	255	255
Enter Min Walk	255	255	0	0	0	0	255	255
Enter Min Ped Clear	255	255	0	0	0	0	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 11	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 12	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0.0	
Min OFF Time	0.0	
Delay Time	0.0	
Extend Time	0.0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 13	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

8.2 TSP Strategy Options	Strategy 14	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

8.2 TSP Strategy Options	Strategy 15	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0.0
Min OFF Time	0.0
Delay Time	0.0
Extend Time	0.0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	0
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.0.175	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.0.254	0.0.0.0
NTCIP Port	8009	161
NTCIP Mode	UDP	UDP
AB3418 Port	8009	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

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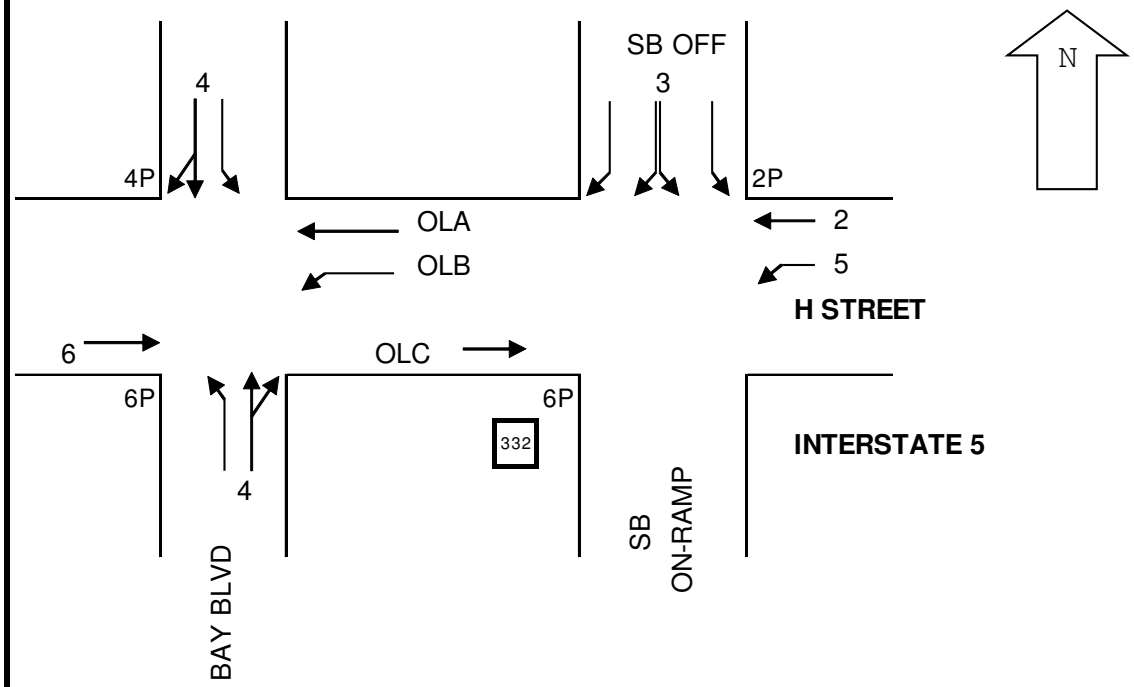
Location: I-5 SB @ H Street
System:
District: 11
Master At: SB @ H Street
I/C:
Designed By:
Installed By:
Service Info:

Timing Change: **Date Start:** **Date End:** **Designed:** **Installed:**

		FLASH
PHASE	1)	[ ]
	2) WB H Street	[ ]
	3) SB OFF Ramp	[ ]
	4) NB/SB Bay Blvd	[ ]
	5) WBLT H Street	[ ]
	6) EB H Street	[ ]
	7)	[ ]
	8)	[ ]

OVERLAP	A) OLA	[ ]
	B) OLB	[ ]
	C) OLC	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout



Comments and Notes:

PHASE	1	2	3	4	5	6	7	8	OLA	OLB	OLC
PED XING FT	X	88'	X	102'	X	89'	X	X	X	X	X
BIKE XING FT	X	X	X	X	X	X	X	X	70'	75'	55'

RAM Checksum

Page 2: C14D	Page 8: 85AF
Page 3: 3FA8	Page 9: D1D3
Page 4: F29E	Page 10: D4D6
Page 5: 191A	Page 11: 1FD3
Page 6: 191A	Page 12: 5630
Page 7: D7EE	Page 13: 80C7

Post Mile: PM 7.811 RTE 5 SB @ H Street

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 3 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . 3 . . . . .
Yellow	. . . 4 . 6 . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 3 4 5 6 . .
Pedestrian Calls	. 2 . 4 . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. 2 3 . 5 . . .	. . . . .	. . . . .	. . . 4 . . . .
B	. 2 3 . 5 . . .	. . . . .	. . . . .	. . . 4 . 6 . .
C	. . . 4 . 6 . .	. . . . .	. . . . .	. . 3 . 5 . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	7	0	10
Flash Don't Walk	0	25	0	29	0	25	0	10
Minimum Green	10	5	5	7	5	5	10	10
Det Limit	10	0	0	0	0	0	10	10
Max Initial	10	0	0	0	0	0	10	10
Max Green 1	50	30	30	30	30	30	50	50
Max Green 2	50	0	40	0	0	0	50	50
Max Green 3	50	0	0	0	0	0	50	50
Extension	5.0	2.0	3.0	2.0	2.0	2.0	5.0	5.0
Maximum Gap	5.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0
Minimum Gap	5.0	1.0	3.0	1.0	1.0	1.0	5.0	5.0
Add Per Vehicle	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
Reduce Gap By	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0
Reduce Every	1.0	0.8	0.8	0.8	0.8	0.8	1.0	1.0
Yellow	5.0	4.1	4.1	4.1	3.7	4.1	5.0	5.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	3.0	3.0	3.0	0.0	0.0	0.0
Yellow	4.1	4.1	4.1	5.0	5.0	5.0
Red	1.0	1.0	1.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-29
254 = Flash
255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enabl	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	1500	1800	M T W T F . .	17	. . 3 . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	15	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . .	A B	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C . . .
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. 2 . . 5 . . .	A B	. . . . .	. 2 . . . 6 . .

Configuration (3-1-6)			
PR 1	PR 2	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)			
PR 1	PR 2	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. 2 . . 5 . . .	A B . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . 4	. . C . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . . . 6 . .	. . C . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . 3	A B . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	0
B	5	6	26	7	8	28	0
X	11	12	0	9	10	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	NONE	0	0
Plan 11-19	. . . . .	0.0	NONE	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

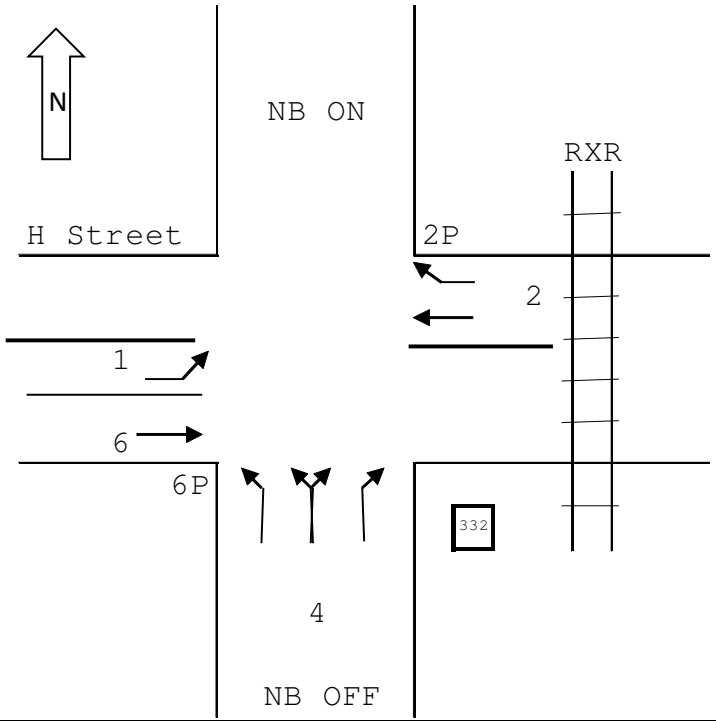
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Location: I-5 NB @ H Street
System:
District: 11
Master At: CTSCP Standalone
I/C:
Designed By:
Installed By:
Service Info:

Timing Change: **Date Start:** **Date End:** **Designed:** **Installed:**

		FLASH
PHASE	1) EBLT H Street	[ ]
	2) WB H Street	[ ]
	3)	[ ]
	4) NB OFF Ramp	[ ]
	5)	[ ]
	6) WB H Street	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout



Comments and Notes:

PHASE	1	2	3	4	5	6	7	8
PED XING FT	X	78'	X	X	X	77'	X	X
BIKE XING FT	X	53'	X	X	X	43'	X	X

RAM Checksum

Page 2: 454D	Page 8: 85AF
Page 3: 6007	Page 9: 5B79
Page 4: F29E	Page 10: 3ED4
Page 5: 191A	Page 11: FD55
Page 6: 191A	Page 12: D68F
Page 7: 0DD4	Page 13: 80C7

Post Mile: PM 7.816 RTE 5 NB @ H Street

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	10
Flash Don't Walk	0	18	0	0	0	18	0	10
Minimum Green	5	10	10	5	10	5	10	10
Det Limit	0	0	10	0	10	0	10	10
Max Initial	0	0	10	0	10	0	10	10
Max Green 1	20	35	50	25	50	35	50	50
Max Green 2	0	0	50	0	50	0	50	50
Max Green 3	50	0	50	10	50	0	50	50
Extension	2.0	2.0	5.0	2.0	5.0	2.0	5.0	5.0
Maximum Gap	2.0	2.0	5.0	2.0	5.0	2.0	5.0	5.0
Minimum Gap	2.0	2.0	5.0	2.0	5.0	2.0	5.0	5.0
Add Per Vehicle	0.0	0.0	1.0	0.0	1.0	0.0	1.0	1.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Yellow	3.7	4.1	5.0	4.1	5.0	4.1	5.0	5.0
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			. . . . .											
Plan 2	Green Factor			. . . . .											
Plan 3	Green Factor			. . . . .											
Plan 4	Green Factor			. . . . .											
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)		*Plan: 1-29*
Plan	OffSet	*254 = Flash*
	A	*255 = Free*
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enabl	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	1200	1700	M T W T F S S	18	1 . . 4 . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	7	. 2	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 . 4 . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. 2 . . . 6 . .	. . . . .	1 2 . 4 . 6 . .	. 2 . . . 6 . .

Configuration (3-1-6)

PR 1	PR 2	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

PR 1	PR 2	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. 2	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . 4	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	NONE	0	0
Plan 11-19	. . . . .	0.0	NONE	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

H ST / WOODLAWN AVE — SCN: 17 — PROGRAM TYPE: 2033

CITY OF CHULA VISTA -- TRAFFIC SIGNAL TIMING SHEET **Rev. Date:** April 4, 2019

N/S Street: WOODLAWN AVENUE **E/W Street:** H STREET

*PHASE MENU

		EB		NB		SB		WB		
	PHASE	1	2	3	4	5	6	7	8
BASIC TIMING	MIN GRN	4	20	4	4	4	20		
	EXTEN	2.0	3.6	2.0	2.0	2.0	3.6		
	MAX	30	50	30	40	30	50		
	MAX2								
	CND SRV								
CLEAR	YELLOW	3.2	3.9	3.6	3.6	3.2	3.9		
	RED	1.0	1.0	1.0	1.0	1.0	1.0		
PED TIMING	WALK		7	7			7		
	FLH DW		17	16			10		
	A/D WK			5					
	MIN FDW								
VOLUME DENSITY	TYPE 3								
	ADD/VEH								
	MIN GAP	2.0	2.0	2.0	2.0	2.0	2.0		
	MAX GAP	2.0	3.9	2.0	2.0	2.0	3.9		
	RDC EVY		1.3				1.3		

*TIME OF DAY MENU

TIME BASE COORDINATION EVENTS	EVENT	TIME	PLAN	OFFSET	DAY OF WEEK	SEASON
	0	**0:00**	**14**	**1**	**1234567**	**12345678**
	1	**8:00**	**1**	**1**	**_23456_**	**12345678**
	2	**9:30**	**2**	**1**	**_23456_**	**12345678**
	3	**11:00**	**3**	**1**	**_23456_**	**12345678**
	4	**18:00**	**2**	**1**	**_23456_**	**12345678**
	5	**19:00**	**14**	**1**	**_23456_**	**12345678**
	6					
	7					
	8					
	9					
	10					
	11					
	12					
	13					
	14					
	15					
	16					
	17					
	18					
	19					

*PHASE MENU

		PHASE
PHASE FUNCTIONS PAGE ONE	RED LOCK	
	YELOW LOCK	
	SIMUL GAP	12345678
	REST WALK	
	ADV WALK	__3_____
	FLH WALK	
	MAX EXTEN	
	RED REST	
	DUAL ENTRY	
	SEQ TIMING	1___5___
	INH PD RSV	
	DELAY WALK	
	GUAR PASSG	
	COND SERVC	
		PHASE
PHASE FUNCTIONS PAGE TWO	MIN RECALL	_2___6__
	PED RECALL	
	MAX RECALL	
	GREEN FLH	
	OLAP G FL	
	SOFT RECALL	
	EXTL RECALL	
	MAN CONTROL	
	FAST G FL	
	F OLAP G F	
	PPLT FYA	
	SEMI ACT	

*OUTPUTS MENU

		PHASE
PEDS	Ped 2P	_2_____
	Ped 6P	_____6__
	Ped 4P	
	Ped 8P	__3_____

*PREEMPTION MENU

		Clear Phs	DLY	CLR
E.V.	EV A	_2__5___		
	EV B	___4____		
	EV C	1____6__		
	EV D	__3_____		
RR	RR1			
	RR2	_2__5___		15
	RR2 LTD SVC	123456__		

*UTILITIES MENU

		PHASE
CONFIGURATION	EXCLUSIVE	
	PROT/PERM	
	NO MIN YEL	
	EXTRA ONE	1_3_5___
	LAG FREE	_2_4_6_8
	EXT LAG	_2_4_6_8
	PERMIT	**123456__**
	RESTRICTED	
	NOMIN OLYE	
	EXTRA TWO	__3_____
	EXT PERM 1	
	EXT PERM 2	
		PHASE
STARTUP	YELLOW PHS	
	1ST GN PHS	_2___6__
	VEH CALLS	123456__
	PED CALLS	_23__6__
	FLH START	0.0
	RED START	5.0
(MISC.)	RED REVERT	3.0
ETHERNET ADDRESS	UDP Port #	8011
	Address	1
	Area #	1
	Area Add	17
	RTS Hold	10
	Protocol	QuicComm
	Baud	1200
	Data	8 Even 1
	Comm TO	5
	CTS Delay	10
	Ip Address	10.242.0.15

Extra One
1 = TBC Type 1
2 =
3 = Enable Daylght
4 = Solid FDW on EV
5 =
6 = Intl Ped
7 =
8 = Spilt Ring

Extra Two
1 = AWB
2 = Siemens I2 Comm
3 = No Min Walk
4 = QuicNet4/Sys
5 = Ignore P/P EV
6 =
7 = Remote Preempt
8 =

TOD Functions
0 = Permitted Phs
1 = Red Lock
2 = Ylw Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest in Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
10 = Soft Recall
11 = Max Ext 2
12 = Cond Service
13 = Lag Free Ph
14 = Bit 1-8
15 = TOD Outputs

Plan Select
0 = Auto
14 = Free
15 = Flash

Offset Select
1 = Offset A (Offset 1)
2 = Offset B (Offset 2)
3 = Offset C (Offset 3)

UTILITIES MENU
Clock
Database Management | Re-Initialize Database
Remote Download
Manual Plan

REAL TIME DISPLAY MENU
Base Display
Clock/Timers
Controller Log

*COORDINATION MENU

	COORD PLAN ->	1	2	3	4	5	6	7	8	9
CYCLE, OFFSETS, & FORCEOFFS	CYCLE	96	105	120						
	FORCE OFF-PH1	63	67	67						
	FORCE OFF-PH2	0	0	0						
	FORCE OFF-PH3	15	15	15						
	FORCE OFF-PH4	44	48	48						
	FORCE OFF-PH5	63	67	67						
	FORCE OFF-PH6	0	0	0						
	FORCE OFF-PH7									
	FORCE OFF-PH8									
	OFFSET-1	71	77	79						
	OFFSET-2									
	OFFSET-3									
	ZONE OFFSET									
	RING OFFSET									
	HOLD RELEASE	255	255	255						
	PED ADJUST	5								

		SYNC PHS	LAG PHS	PRETIMED PHS	MAX RECALL	PERM 1
PERMISSIVES & PHASE SEQUENCE	COORD PLAN 1	_2___6__	_2_4_6__	_2___6__		5
	COORD PLAN 2	_2___6__	_2_4_6__	_2___6__		5
	COORD PLAN 3	_2___6__	_2_4_6__	_2___6__		5
	COORD PLAN 4					
	COORD PLAN 5					
	COORD PLAN 6					
	COORD PLAN 7					
	COORD PLAN 8					
	COORD PLAN 9					

*TIME OF DAY MENU

	EVENT	DAY OF WEEK	SEASON	HOUR	MIN	FUNCT	PHASE/BITS
TIME OF DAY FUCNTION	0						
	1						
	2						
	3						
	4						
	5						
	6						
	7						
	8						
	9						
	10						
	11						
	12						
	13						
	14						

* INPUTS MENU

	Det No.	Det. Name	C1 PIN	DELAY	CARRY-OVER	PHASE ASSIGNMENT	DETECTOR ATTRIBUTES	DETECTOR ASSIGNMENTS
DETECTOR ASSIGNMENT	1	I2U	39					
	2	J2U	40					
	3	I6U	41					
	4	J6U	42					
	5	I2L	43					
	6	J2L	44					
	7	I6L	45					
	8	J6L	46					
	9	I4	47				___45_7_	
	10	J4	48				___45_7_	
	11	I8	49				___45_7_	
	12	J8	50				___45_7_	
	13	J1	55					
	14	I1	56					
	15	J5	57					
	16	I5	58					
	17	J9U	59					
	18	I9U	60					
	19	J9L	61					
	20	I9L	62					
	21	I3U	63					
	22	J3U	64					
	23	I7U	65					
	24	J7U	66					
	25	I12U	67					
	26	I13U	68					
	27	I12L	69					
	28	I13L	70			__3____		
	29	I3L	76					
	30	J3L	77					
	31	I7L	78					
	32	J7L	79					

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments
1 = Detector Set 1
2 = Detector Set 2
3 = Detector Set 3
4 =
5 =
6 = Min Recall on Failure
7 = Max Recall on Failure
8 = Report on Failure

*PREEMPT

	Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
S.E. TABLE ONE	0										
	1										
	2										
	3										
	4										
	5										
	6										
	7										
	8										
	9										
	10										
	11										
	12										
	13										
	14										
	15										

*IN/OUT LOGIC

	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6
Input A						
Input B						
Output						
TWO INPUT OR						

*IN/OUT LOGIC

	AND- 1	AND-2	AND-3	AND-4
INPUT - A	20			
INPUT - B	7			
OUTPUT	38			
AND				

*INPUTS

PREEMPTS		
	Railroad 1	
	Railroad 2	
	Special Event 1	
	Special Event 2	
	Gate Down	
	EV A	
	EV B	
	EV C	
	EV D	

*PREEMPT

Preempt Priority		
	SE1	
	SE2	
	SE3	
	SE4	
	SE5	
	SE6	
	EVA	
	EVB	
	EVC	
	EVD	

H ST / OAKLAWN AVE — SCN: 272 — PROGRAM TYPE: 2033

CITY OF CHULA VISTA -- TRAFFIC SIGNAL TIMING SHEET **Rev. Date:** July 24,2018

N/S Street: OAKLAWN AVENUE **E/W Street:** H STREET

*PHASE MENU

		EB		NB/SB	SB/NB		WB		
	PHASE	1	2	3	4	5	6	7	8
BASIC TIMING	MIN GRN	4	20	4	4	4	20		
	EXTEN	2.0	3.6	2.0	2.0	2.0	3.6		
	MAX	30	50	30	30	30	50		
	MAX2								
	CND SRV								
CLEAR	YELLOW	3.2	3.9	3.6	3.6	3.2	3.9		
	RED	1.0	1.0	1.0	1.0	1.0	1.0		
PED TIMING	WALK		7	7			7		
	FLH DW		10	18			10		
	A/D WK								
	MIN FDW								
VOLUME DENSITY	TYPE 3								
	ADD/VEH								
	MIN GAP	2.0	2.0	2.0	2.0	2.0	2.0		
	MAX GAP	2.0	3.9	2.0	2.0	2.0	3.9		
	RDC EVY		1.3				1.3		

*TIME OF DAY MENU

TIME BASE COORDINATION EVENTS	EVENT	TIME	PLAN	OFFSET	DAY OF WEEK	SEASON
	0	**0:00**	**14**	**1**	**1234567**	**12345678**
	1	**8:00**	**1**	**1**	**_23456_**	**12345678**
	2	**9:30**	**2**	**1**	**_23456_**	**12345678**
	3	**11:00**	**3**	**1**	**_23456_**	**12345678**
	4	**18:00**	**2**	**1**	**_23456_**	**12345678**
	5	**19:00**	**14**	**1**	**_23456_**	**12345678**
	6					
	7					
	8					
	9					
	10					
	11					
	12					
	13					
	14					
	15					
	16					
	17					
	18					
	19					

*PHASE MENU

		PHASE
PHASE FUNCTIONS PAGE ONE	RED LOCK	
	YELOW LOCK	
	SIMUL GAP	12345678
	REST WALK	
	ADV WALK	
	FLH WALK	
	MAX EXTEN	
	RED REST	
	DUAL ENTRY	
	SEQ TIMING	
	INH PD RSV	
	DELAY WALK	
	GUAR PASSG	
	COND SERVC	
		PHASE
PHASE FUNCTIONS PAGE TWO	MIN RECALL	_2___6__
	PED RECALL	
	MAX RECALL	
	GREEN FLH	
	OLAP G FL	
	SOFT RECALL	
	EXTL RECALL	
	MAN CONTROL	
	FAST G FL	
	F OLAP G F	
	PPLT FYA	
	SEMI ACT	

*OUTPUTS MENU

		PHASE
PEDS	Ped 2P	_2_____
	Ped 6P	_____6__
	Ped 4P	
	Ped 8P	__3_____

*PREEMPTION MENU

		Clear Phs	DLY	CLR
E.V.	EV A	_2__5___		
	EV B	___4____		
	EV C	1____6__		
	EV D	__3_____		
RR	RR1			
	RR2	_2__5___		30
	RR2 LTD SVC	12_456__		

*UTILITIES MENU

		PHASE
CONFIGURATION	EXCLUSIVE	
	PROT/PERM	
	NO MIN YEL	
	EXTRA ONE	1_3_5___
	LAG FREE	1__4_6_8
	EXT LAG	1__4_6_8
	PERMIT	**123456__**
	RESTRICTED	1___5___
	NOMIN OLYE	
	EXTRA TWO	__3_____
	EXT PERM 1	
	EXT PERM 2	
		PHASE
STARTUP	YELLOW PHS	
	1ST GN PHS	_2___6__
	VEH CALLS	123456__
	PED CALLS	_23__6__
	FLH START	0.0
	RED START	5.0
(MISC.)	RED REVERT	3.0
ETHERNET ADDRESS	Address	1
	Area No.	0
	Area Add	19
	QuicCommIP	8001
	AB3418EIP	0
	IP Address	10.242.0.19
	Subnet Mask	255.255.255.0
	Gateway	10.242.0.254

Extra One
1 = TBC Type 1
2 =
3 = Enable Daylght
4 = Solid FDW on EV
5 =
6 = Intl Ped
7 =
8 = Spilt Ring

Extra Two
1 = AWB
2 = Siemens I2 Comm
3 = No Min Walk
4 = QuicNet4/Sys
5 = Ignore P/P EV
6 =
7 = Remote Preempt
8 =

TOD Functions
0 = Permitted Phs
1 = Red Lock
2 = Ylw Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest in Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
10 = Soft Recall
11 = Max Ext 2
12 = Cond Service
13 = Lag Free Ph
14 = Bit 1-8
15 = TOD Outputs

Plan Select
0 = Auto
14 = Free
15 = Flash

Offset Select
1 = Offset A (Offset 1)
2 = Offset B (Offset 2)
3 = Offset C (Offset 3)

UTILITIES MENU
Clock
Database Management | Re-Initialize Database
Remote Download
Manual Plan

REAL TIME DISPLAY MENU
Base Display
Clock/Timers
Controller Log

*COORDINATION MENU

	COORD PLAN ->	1	2	3	4	5	6	7	8	9
CYCLE, OFFSETS, & FORCEOFFS	CYCLE	96	105	120						
	FORCE OFF-PH1	19	19	19						
	FORCE OFF-PH2	0	0	0						
	FORCE OFF-PH3	34	34	34						
	FORCE OFF-PH4	63	67	67						
	FORCE OFF-PH5	82	86	86						
	FORCE OFF-PH6	19	19	19						
	FORCE OFF-PH7									
	FORCE OFF-PH8									
	OFFSET-1	71	77	79						
	OFFSET-2									
	OFFSET-3									
	ZONE OFFSET									
	RING OFFSET									
	HOLD RELEASE	255	255	255						
	PED ADJUST	8								

		SYNC PHS	LAG PHS	PRETIMED PHS	MAX RECALL	PERM 1
PERMISSIVES & PHASE SEQUENCE	COORD PLAN 1	_2___6__	1__4_6__	_2___6__		22
	COORD PLAN 2	_2___6__	1__4_6__	_2___6__		22
	COORD PLAN 3	_2___6__	1__4_6__	_2___6__		22
	COORD PLAN 4					
	COORD PLAN 5					
	COORD PLAN 6					
	COORD PLAN 7					
	COORD PLAN 8					
	COORD PLAN 9					

*TIME OF DAY MENU

	EVENT	DAY OF WEEK	SEASON	HOUR	MIN	FUNCT	PHASE/BITS
TIME OF DAY FUCNTION	0						
	1						
	2						
	3						
	4						
	5						
	6						
	7						
	8						
	9						
	10						
	11						
	12						
	13						
	14						

* INPUTS MENU

	Det No.	Det. Name	C1 PIN	DELAY	CARRY-OVER	PHASE ASSIGNMENT	DETECTOR ATTRIBUTES	DETECTOR ASSIGNMENTS
DETECTOR ASSIGNMENT	1	I2U	39					
	2	J2U	40					
	3	I6U	41					
	4	J6U	42					
	5	I2L	43					
	6	J2L	44					
	7	I6L	45					
	8	J6L	46					
	9	I4	47				___45_7_	
	10	J4	48				___45_7_	
	11	I8	49				___45_7_	
	12	J8	50				___45_7_	
	13	J1	55					
	14	I1	56					
	15	J5	57					
	16	I5	58					
	17	J9U	59					
	18	I9U	60					
	19	J9L	61					
	20	I9L	62					
	21	I3U	63					
	22	J3U	64					
	23	I7U	65					
	24	J7U	66					
	25	I12U	67					
	26	I13U	68					
	27	I12L	69					
	28	I13L	70			__3____		
	29	I3L	76					
	30	J3L	77					
	31	I7L	78					
	32	J7L	79					

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Detector Assignments
1 = Detector Set 1
2 = Detector Set 2
3 = Detector Set 3
4 =
5 =
6 = Min Recall on Failure
7 = Max Recall on Failure
8 = Report on Failure

*PREEMPT

	Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
S.E. TABLE ONE	0										
	1										
	2										
	3										
	4										
	5										
	6										
	7										
	8										
	9										
	10										
	11										
	12										
	13										
	14										
	15										

*IN/OUT LOGIC

	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6
Input A	8	5				
Input B	9	6				
Input C	33	17				
Input D	34	18				
Output	37	38				
FOUR INPUT OR						

*IN/OUT LOGIC

	AND- 1	AND-2	AND-3	AND-4
INPUT - A				
INPUT - B				
OUTPUT				
AND				

*INPUTS

PREEMPTS		
	Railroad 1	
	Railroad 2	
	Special Event 1	
	Special Event 2	
	Gate Down	
	EV A	
	EV B	
	EV C	
	EV D	

*PREEMPT

Preempt Priority		
	SE1	
	SE2	
	SE3	
	SE4	
	SE5	
	SE6	
	EVA	
	EVB	
	EVC	
	EVD	

City of Chula Vista
018 Broadway/H > Unit Configuration > Unit Configuration

B.3 System Information

System Id	18
Name	018 Broadway/H
Location	H Street & Broadway

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	1.11
Street 1	H Street
Street 2	Broadway
Last Modified	6/16/2022 12:57 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	G	.	.	.	G	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	1,2,3,4
Ring 2	5,6,8,7
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	10	4	10	4	10	4	10
Passage	2.0	3.5	2.0	3.5	2.0	3.5	2.0	3.5
Max 1	25	50	25	50	25	50	25	50
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.2	3.9	3.2	3.6	3.2	3.9	3.2	3.6
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	24	0	23	0	24	0	25
Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
Max Initial	0	20	0	20	0	20	0	20
Time Before Reduction	0	8	0	8	0	8	0	8
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	30	0	30	0	30	0	30
Reduce By	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	2	0	2	0	2	0	2
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X				X		
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	120	120	130
Offset Time	0	0	0	0	0	80	14	98
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	9	9	9
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	130	0	0	0	0	0	0	0
Offset Time	4	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	9	1	1	1	1	1	1	1
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Max2 Phases								
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Det. Reset								

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	21	36	22	41	21	36	21	42	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	37	28	35	21	36	23	40	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	24	40	24	42	24	40	22	44	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	23	36	27	44	23	36	23	48	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CITY OF CHULA VISTA

6.4 Schedules

	Month												Days Of Week							Date																																		Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0

	Month												Days Of Week							Date																																		Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	10	10	14	14	18	0	0	0	0	0	0	0	0	0	0
Minute	0	0	30	30	40	30	0	0	0	0	0	0	0	0	0	0
Action	6	14	7	14	8	14	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	9	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern6	Pattern7	Pattern8
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Pattern9	Automatic	Automatic	Automatic	Automatic	Free	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X					X	X
Override Flash	X	X					X	X
Override +1	X	X					X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	120	120	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	0	0	255	255
Enter Min Walk	255	255	0	0	0	0	255	255
Enter Min Ped Clear	255	255	0	0	0	0	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1
IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1
IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1
IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1
IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1
IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1
IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1
IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1
IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1
IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1
IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1
IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1
IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1
IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1
IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1
IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1
IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1
IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1
IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1
IO20	Unused Input	1	IO20	Unused Input	1	IO20	Unused Input	1	IN1	Unused Input	1
IO21	Unused Input	1	IO21	Unused Input	1	IO21	Unused Input	1	IN2	Unused Input	1
IO22	Unused Input	1	IO22	Unused Input	1	IO22	Unused Input	1	IN3	Unused Input	1
IO23	Unused Input	1	IO23	Unused Input	1	IO23	Unused Input	1	IN4	Unused Input	1
IO24	Unused Input	1	IO24	Unused Input	1	IO24	Unused Input	1	IN5	Unused Input	1
IN1	Unused Input	1	IN1	Unused Input	1	IN1	Unused Input	1	IN6	Unused Input	1
IN2	Unused Input	1	IN2	Unused Input	1	IN2	Unused Input	1	IN7	Unused Input	1
IN3	Unused Input	1	IN3	Unused Input	1	IN3	Unused Input	1	IN8	Unused Input	1
IN4	Unused Input	1	IN4	Unused Input	1	IN4	Unused Input	1	OPT1	Unused Input	1
IN5	Unused Input	1	IN5	Unused Input	1	IN5	Unused Input	1	OPT2	Unused Input	1
IN6	Unused Input	1	IN6	Unused Input	1	IN6	Unused Input	1	OPT3	Unused Input	1
IN7	Unused Input	1	IN7	Unused Input	1	IN7	Unused Input	1	OPT4	Unused Input	1
IN8	Unused Input	1	IN8	Unused Input	1	IN8	Unused Input	1			
OPT1	Unused Input	1	OPT1	Unused Input	1	OPT1	Unused Input	1			
OPT2	Unused Input	1	OPT2	Unused Input	1	OPT2	Unused Input	1			
OPT3	Unused Input	1	OPT3	Unused Input	1	OPT3	Unused Input	1			
OPT4	Unused Input	1	OPT4	Unused Input	1	OPT4	Unused Input	1			

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX
IO1	Vehicle Detector	1	IO5	Vehicle Detector	21	IO5	Unused Input	1	IO5	Unused Input	1
IO2	Vehicle Detector	2	IO6	Vehicle Detector	22	IO6	Unused Input	1	IO6	Unused Input	1
IO3	Vehicle Detector	3	IO7	Vehicle Detector	23	IO7	Unused Input	1	IO7	Unused Input	1
IO4	Vehicle Detector	4	IO8	Vehicle Detector	24	IO8	Unused Input	1	IO8	Unused Input	1
IO5	Vehicle Detector	5	IO9	Vehicle Detector	25	IO9	Unused Input	1	IO9	Unused Input	1
			IO6	Vehicle Detector	6	IO10	Vehicle Detector	26	IO10	Unused Input	1
			IO7	Vehicle Detector	7	IO11	Vehicle Detector	27	IO11	Unused Input	1
			IO8	Vehicle Detector	8	IO12	Vehicle Detector	28	IO12	Unused Input	1
			IO9	Vehicle Detector	9	IO13	Unused Input	1	IO13	Unused Input	1
			IO10	Vehicle Detector	10	IO14	Unused Input	1	IO14	Unused Input	1
			IO11	Vehicle Detector	11	IO15	Unused Input	1	IO15	Unused Input	1
			IO12	Vehicle Detector	12	IO16	Unused Input	1	IO16	Unused Input	1
			IO13	Vehicle Detector	13	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1
			IO14	Vehicle Detector	14	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1
			IO15	Vehicle Detector	15	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1
			IO16	Vehicle Detector	16	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1
			IO17	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1
			IO18	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1
			IO19	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1
			IO20	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1
			IO21	Reserved Cannot Map	1	IN1	Reserved Cannot Map	1	IN1	Reserved Cannot Map	1
			IO22	Reserved Cannot Map	1	IN2	Reserved Cannot Map	1	IN2	Reserved Cannot Map	1
			IO23	Reserved Cannot Map	1	IN3	Reserved Cannot Map	1	IN3	Reserved Cannot Map	1
			IO24	Reserved Cannot Map	1	IN4	Reserved Cannot Map	1	IN4	Reserved Cannot Map	1
			IN1	Reserved Cannot Map	1	IN5	Reserved Cannot Map	1	IN5	Reserved Cannot Map	1
			IN2	Reserved Cannot Map	1	IN6	Reserved Cannot Map	1	IN6	Reserved Cannot Map	1
			IN3	Reserved Cannot Map	1	IN7	Reserved Cannot Map	1	IN7	Reserved Cannot Map	1
			IN4	Reserved Cannot Map	1	IN8	Reserved Cannot Map	1	IN8	Reserved Cannot Map	1
			IN5	Reserved Cannot Map	1	OPT1	Reserved Cannot Map	1	OPT1	Reserved Cannot Map	1
			IN6	Reserved Cannot Map	1	OPT2	Reserved Cannot Map	1	OPT2	Reserved Cannot Map	1
			IN7	Reserved Cannot Map	1	OPT3	Reserved Cannot Map	1	OPT3	Reserved Cannot Map	1
			IN8	Reserved Cannot Map	1	OPT4	Reserved Cannot Map	1	OPT4	Reserved Cannot Map	1
			IO1	Vehicle Detector	17	IO1	Unused Input	1	IO1	Unused Input	1
			IO2	Vehicle Detector	18	IO2	Unused Input	1	IO2	Unused Input	1
			IO3	Vehicle Detector	19	IO3	Unused Input	1	IO3	Unused Input	1
			IO4	Vehicle Detector	20	IO4	Unused Input	1	IO4	Unused Input	1

BIU12	Function	IDX
IO10	Unused Input	1
IO11	Unused Input	1
IO12	Unused Input	1
IO13	Unused Input	1
IO14	Unused Input	1
IO15	Unused Input	1
IO16	Unused Input	1
IO17	Reserved Cannot Map	1
IO18	Reserved Cannot Map	1
IO19	Reserved Cannot Map	1
IO20	Reserved Cannot Map	1
IO21	Reserved Cannot Map	1
IO22	Reserved Cannot Map	1
IO23	Reserved Cannot Map	1
IO24	Reserved Cannot Map	1
IN1	Reserved Cannot Map	1
IN2	Reserved Cannot Map	1
IN3	Reserved Cannot Map	1
IN4	Reserved Cannot Map	1
IN5	Reserved Cannot Map	1
IN6	Reserved Cannot Map	1
IN7	Reserved Cannot Map	1
IN8	Reserved Cannot Map	1
OPT1	Reserved Cannot Map	1
OPT2	Reserved Cannot Map	1
OPT3	Reserved Cannot Map	1
OPT4	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1
O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1
O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1
O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1
O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1
O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1
O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1
O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1
O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1
O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1
O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1
O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1
O13	Unused Output	1	O13	Unused Output	1	O13	Reserved Cannot Map	1	O13	Unused Output	1
O14	Unused Output	1	O14	Unused Output	1	O14	Reserved Cannot Map	1	O14	Unused Output	1
O15	Unused Output	1	O15	Unused Output	1	O15	Reserved Cannot Map	1	O15	Unused Output	1
IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1
IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1
IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1
IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1
IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1
IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1
IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1
IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1
IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1
IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1
IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1
IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1
IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1
IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1
IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1
IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1
IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1
IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1
IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1
IO20	Unused Output	1	IO20	Unused Output	1	IO20	Unused Output	1	IO20	Reserved Cannot Map	1
IO21	Unused Output	1	IO21	Unused Output	1	IO21	Unused Output	1	IO21	Reserved Cannot Map	1
IO22	Unused Output	1	IO22	Unused Output	1	IO22	Unused Output	1	IO22	Reserved Cannot Map	1
IO23	Unused Output	1	IO23	Unused Output	1	IO23	Unused Output	1	IO23	Reserved Cannot Map	1
IO24	Unused Output	1	IO24	Unused Output	1	IO24	Unused Output	1	IO24	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX	BIU12	Function	IDX
O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1
O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1
O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1
O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1
O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1
O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1
O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1
O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1
O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1
O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1
O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1
O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1
O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1
O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1
O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1
IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1
IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1
IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1
IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1
IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1
IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1
IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1
IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1
IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1
IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1
IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1
IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1
IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1
IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1
IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1
IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1
IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1
IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1
IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1
IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1
IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1
IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1
IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1
IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

CITY OF CHULA VISTA

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.0.177	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.0.254	0.0.0.0
NTCIP Port	8009	161
NTCIP Mode	UDP	UDP
AB3418 Port	8009	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255

A.8 SPaT

Unicast Enable	
Dest IP Address	0.0.0.0
Dest Port	0

INTERSECTION: 036 5th/H File Date: 07/01/21

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **36**

N/S Street Name: **Fifth Avenue**
E/W Street Name: **H Street**
Version: **5.0**

Notes: **UDP:8008:10.242.0.155**

Change Record					
Change	By	Date	Change	By	Date

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	155	<C/0+0+3>
QuicNet Channel	P:8008:10.242.0.	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start		<F/1+0+E>
Red Revert	3.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk		<F/1+0+0>
Exclusive FDW		<F/1+0+1>
All Red Clear		<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ---->		→		↓		←		↑	
0	Ped Walk		7		7		7		7	0
1	Ped FDW		20		22		20		22	1
2	Min Green	4	10	4	10	4	10	4	10	2
3	Type 3 Disconnect									3
4	Added per Vehicle									4
5	Veh Extension	2.0	3.5	3.0	3.0	2.0	3.5	2.0	3.0	5
6	Max Gap	2.0	3.7	3.0	3.0	2.0	3.7	2.0	3.0	6
7	Min Gap	2.0	2.0	3.0	3.0	2.0	2.0	2.0	3.0	7
8	Max Limit	30	50	30	40	30	50	30	40	8
9	Max Limit 2									9
A	Adv. / Delay Walk									A
B	PE Min Ped FDW									B
C	Cond Serv Check									C
D	Reduce Every		2.6				2.6			D
E	Yellow Change	3.2	3.9	3.2	3.6	3.2	3.9	3.2	3.6	E
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	F

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2	20				
Phase 3					
Phase 4	20				
Phase 5					
Phase 6	20				
Phase 7					
Phase 8	20				

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing <C+0+F=1>

E	
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
EV-C Delay	
EV-C Clear	
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

F		Row
Permit	12345678	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	_2___6__	3
Ped Recall	_____	4
View Set Peds	- - - - -	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	_____	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	_____	E
First Phases	_2___6__	F

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number									0
1	Veh Set 1 - Phases									1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases									4
5	Neg Ped Phases									5
6	Green Omit Phases									6
7	Green Clear Omit Phs.									7
8										8
9										9
A										A
B										B
C										C
D	Green Clear									D
E	Yellow Change									E
F	Red Clear									F

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Allow QuicNet PE
8 =

Row		C	Row
0	EV-A		0
1	EV-B		1
2	EV-C		2
3	EV-D		3
4	RR-1 *	- - -	4
5	RR-2 *	- - -	5
6	SE-1		6
7	SE-2		7

Preempt Priority
<C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Configuration <C+0+E=125>

Row	Column Numbers ---->	E	Row
0	Exclusive Phases		0
1	RR-1 Clear Phases		1
2	RR-2 Clear Phases		2
3	RR-2 Limited Service		3
4	Prot / Perm Phases		4
5	Flash to PE Circuits		5
6	Flash Entry Phases		6
7	Disable Yellow Range		7
8	Disable Ovp Yel Range		8
9	Overlap Yellow Flash		9
A	EV-A Phases	_2__5___	A
B	EV-B Phases	___4__7_	B
C	EV-C Phases	1____6__	C
D	EV-D Phases	__3____8	D
E	Extra 1 Config. Bits	1_3_5___	E
F	IC Select (Interconnect)	_2_____	F

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	_2_____
Ped for 6P Output	_____6__
Ped for 4P Output	___4____
Ped for 8P Output	_____8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	__3____

Specials <C+0+F=2>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

	2	Row
Phase 1	0	1
Phase 2	0	2
Phase 3	0	3
Phase 4	0	4
Phase 5	0	5
Phase 6	0	6
Phase 7	0	7
Phase 8	0	8

Coordination Transition Minimums
<C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

		Plan									
	Column Numbers ---->	1	2	3	4	5	6	7	8	9	
Row	*Plan Name ---->*										Row
0	Cycle Length						120	120	130	130	0
1	Phase 1 - ForceOff						102	81	23	104	1
2	Phase 2 - ForceOff						27	0	0	25	2
3	Phase 3 - ForceOff						48	22	48	46	3
4	Phase 4 - ForceOff						82	56	75	79	4
5	Phase 5 - ForceOff						23	76	101	25	5
6	Phase 6 - ForceOff						0	0	23	0	6
7	Phase 7 - ForceOff						48	22	48	46	7
8	Phase 8 - ForceOff						82	56	75	79	8
9	Ring Offset						0	0	0	0	9
A	Offset 1						56	14	5	120	A
B	Offset 2						0	0	0	0	B
C	Offset 3						0	0	0	0	C
D	Perm 1 - End						5	5	5	5	D
E	Hold Release						255	255	255	255	E
F	Zone Offset						0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	NEMA Sync	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E	Coord Extra	_____	E
F			F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment						0	0	6	2	0
1	Perm 2 - Start						4	0	4	4	1
2	Perm 2 - End						30	0	26	28	2
3	Perm 3 - Start						29	0	25	27	3
4	Perm 3 - End						86	0	78	82	4
5	Reservice Time						0	0	0	0	5
6	Reservice Phases						_____	_____	_____	_____	6
7											7
8	Pretimed Phases						_____	_____	_____	_____	8
9	Max Recall						_____	_____	_____	_____	9
A	Perm 1 Veh Phase						___5___	12345678	1_____	___5___	A
B	Perm 1 Ped Phase						_____	12345678	_____	_____	B
C	Perm 2 Veh Phase						__34__78	_____	__34__78	__34__78	C
D	Perm 2 Ped Phase						___4___8	_____	___4___8	___4___8	D
E	Perm 3 Veh Phase						1_____	_____	____5___	1_____	E
F	Perm 3 Ped Phase						_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag		1
2	Plan 2 - Lag		2
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag		5
6	Plan 6 - Lag	_2_45__8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	1__4_6_8	8
9	Plan 9 - Lag	_2_45__8	9
A	External Lag	_____	A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1		NOT-3		Max 2		Pretimed		Set Monday		Dial 2 (7-Wire)		Sim Term		0
1	Spec. Funct. 2		NOT-4		System Det 1		Plan 1		Ext. Perm 1		Dial 3 (7-Wire)		EV-A	**71**	1
2	Spec. Funct. 3		OR-4 (a)		System Det 2		Plan 2		Ext. Perm 2		Offset 1 (7-Wire)		EV-B	**72**	2
3	Spec. Funct. 4		OR-4 (b)		System Det 3		Plan 3		Reserved		Offset 2 (7-Wire)		EV-C	**73**	3
4	NAND-3 (a)		OR-5 (a)		System Det 4		Plan 4		Set Clock		Offset 3 (7-Wire)		EV-D	**74**	4
5	NAND-3 (b)		OR-5 (b)		System Det 5		Plan 5		Stop Time	**82**	Free (7-Wire)		RR-1	**51**	5
6	NAND-4 (a)		OR-6 (a)		System Det 6		Plan 6		Flash Sense	**81**	Flash (7-Wire)		RR-2	**52**	6
7	NAND-4 (b)		OR-6 (b)		System Det 7		Plan 7		Manual Enable		Excl. Ped Omit		Spec. Event 1		7
8	OR-7 (a)		Fig 3 Diamond		System Det 8		Plan 8		Man. Advance		NOT-1		Spec. Event 2		8
9	OR-7 (b)		Fig 4 Diamond		Max Inhibit (nema)		Plan 9		External Alarm		NOT-2		External Lag		9
A	OR-7 (c)		AND-4 (a)		Force A (nema)		DELAY-A		Phase Bank 2		OR-1 (a)		AND-1 (a)		A
B	OR-7 (d)		AND-4 (b)		Force B (nema)		DELAY-B		Phase Bank 3		OR-1 (b)		AND-1 (b)		B
C	OR-8 (a)		NAND-1 (a)		C.N.A. (nema)		DELAY-C		Overlap Set 2		OR-2 (a)		AND-2 (a)		C
D	OR-8 (b)		NAND-1 (b)		Hold (nema)		DELAY-D		Overlap Set 3		OR-2 (b)		AND-2 (b)		D
E	OR-8 (c)		NAND-2 (a)		Max Recall		DELAY-E		Detector Set 2		OR-3 (a)		AND-3 (a)		E
F	OR-8 (d)		NAND-2 (b)		Min Recall		DELAY-F		Detector Set 3		OR-3 (b)		AND-3 (b)		F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1		Preempt Fail		Flasher 0		Free		NOT-1		TOD Out 1		Dial 2 (7-Wire)		0
1	Phase ON - 2		Sp Evnt Out 1		Flasher 1		Plan 1		OR-1		TOD Out 2		Dial 3 (7-Wire)		1
2	Phase ON - 3		Sp Evnt Out 2		Fast Flasher		Plan 2		OR-2		TOD Out 3		Offset 1 (7-Wire)		2
3	Phase ON - 4		Sp Evnt Out 3		Fig 3 Diamond		Plan 3		OR-3		TOD Out 4		Offset 2 (7-Wire)		3
4	Phase ON - 5		Sp Evnt Out 4		Fig 4 Diamond		Plan 4		AND-1		TOD Out 5		Offset 3 (7-Wire)		4
5	Phase ON - 6		Sp Evnt Out 5				Plan 5		AND-2		TOD Out 6		Free (7-Wire)		5
6	Phase ON - 7		Sp Evnt Out 6				Plan 6		AND-3		TOD Out 7		Flash (7-Wire)		6
7	Phase ON - 8		Sp Evnt Out 7				Plan 7		NOT-2		TOD Out 8		Preempt		7
8	Ph. Check - 1		Sp Evnt Out 8		NOT-3		Plan 8		EV-A		Adv. Warn - 1		Low Priority A		8
9	Ph. Check - 2				NOT-4		Plan 9		EV-B		Adv. Warn - 2		Low Priority B		9
A	Ph. Check - 3		Detector Fail		OR-4		Spec. Funct. 3		EV-C		DELAY-A		Low Priority C		A
B	Ph. Check - 4		Spec. Funct. 1		OR-5		Spec. Funct. 4		EV-D		DELAY-B		Low Priority D		B
C	Ph. Check - 5		Spec. Funct. 2		OR-6		NAND-3		RR-1		DELAY-C				C
D	Ph. Check - 6		Central Control		AND-4		NAND-4		RR-2		DELAY-D				D
E	Ph. Check - 7		Excl. Ped DW		NAND-1		OR-7		Spec. Event 1		DELAY-E				E
F	Ph. Check - 8		Excl. Ped WK		NAND-2		OR-8		Spec. Event 2		DELAY-F				F

Assignable Outputs <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**4**	<C/5+2+A>
Begin Week	**1**	<C/5+2+B>
End Month	**10**	<C/5+2+C>
End Week	**5**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow		<F/1+C+E>
Phase Number		<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow		<F/1+D+E>
Phase Number		<F/1+D+F>

Advance Warning Beacon - Sign 2

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->		1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	___45_7_	_2_____	123____	2.0	1.5
1		40	___45_7_	_____6__	123____		
2		41	___45_7_	___4____	123____		
3		42	___45_7_	_____8__	123____		
4		43	___45_7_	_2_____	123____		
5		44	___45_7_	_____6__	123____		
6		45	___45_7_	___4____	123____		
7		46	___45_7_	_____8__	123____		
8		47	___45_7_	_2_____	123____		
9		48	___45_7_	_____6__	123____		
A		49	___45_7_	___4____	123____		
B		50	___45_7_	_____8__	123____		
C		55	___45_7_	____5___	123____		
D		56	___45_7_	1_____	123____		
E		57	___45_7_	_____7_	123____		
F		58	___45_7_	__3____	123____		

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	___45_7_	____5___	123____	2.0	1.5
1		60	___45_7_	1_____	123____		
2		61	___45_7_	_____7_	123____		
3		62	___45_7_	__3____	123____		
4		63	___45_7_	_2_____	123____		
5		64	___45_7_	_____6__	123____		
6		65	___45_7_	___4____	123____		
7		66	___45_7_	_____8__	123____		
8		67	_2_____	_2_____	123____		
9		68	_2_____	_____6__	123____		
A		69	_2_____	___4____	123____		
B		70	_2_____	_____8__	123____		
C		76	___45_7_	_2_____	123____		
D		77	___45_7_	_____6__	123____		
E		78	___45_7_	___4____	123____		
F		79	___45_7_	_____8__	123____		

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type <E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes) 20 <D/0+0+1>
Max ON (minutes) 7 <D/0+0+2>

Detector Failure Monitor

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A		A
DELAY-B		B
DELAY-C		C
DELAY-D		D
DELAY-E		E
DELAY-F		F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm _____ <C/5+F+0>

Disable Alarm Reporting

Row	Time	Plan	Offset	Day of Week
0	07 : 00	6	A	_23456_
1	10 : 00	E	A	_23456_
2	10 : 30	7	A	_23456_
3	14 : 30	E	A	_23456_
4	15 : 00	8	A	_23456_
5	18 : 30	E	A	_23456_
6	10 : 30	9	A	1____7
7	16 : 00	E	A	1____7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

<E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

<E/28+5+F>
Limited Service Interval

Min Time (seconds) | **2** | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | **2** | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | _____ | <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | | <F/1+A+D>

Bus Delay

Max Time (seconds) | | <F/1+A+E>

Max Early Green

Max Time (seconds) | | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	:			_____
1	:			_____
2	:			_____
3	:			_____
4	:			_____
5	:			_____
6	:			_____
7	:			_____
8	:			_____
9	:			_____
A	:			_____
B	:			_____
C	:			_____
D	:			_____
E	:			_____
F	:			_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

B.3 System Information

System Id	47
Name	047 4th/H
Location	H Street & Fourth Avenue
Contact	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	3.0
Min Yellow Time	3.0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	5
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	P	V	V	P	V	V	P	V	V	P	O	O	O	O
Source	1	2	2	3	4	4	5	6	6	7	8	8	1	2	3	4
Alt 1/2 Hz																
Flash Red	X	X		X	X		X	X		X	X		X	X	X	X
Flash Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	3.3
Street 1	H Street
Street 2	Fourth Avenue
Last Modified	11/15/2022 4:21 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	G	.	.	.	G	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	2,1,3,4
Ring 2	5,6,8,7
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	2,1,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	1,2,3,4
Ring 2	5,6,8,7
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	1,2,3,4
Ring 2	6,5,8,7
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	10	4	10	4	10	4	10
Passage	2.0	3.5	2.0	3.2	2.0	3.5	2.0	3.2
Max 1	25	40	25	40	25	40	25	40
Max 2	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	3.2	3.9	3.2	3.9	3.2	3.9	3.2	3.9
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	21	0	21	0	22	0	21
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	20	0	0	0	20	0	0
Time Before Reduction	0	8	0	6	0	8	0	6
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	30	0	32	0	30	0	32
Reduce By	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit								
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle		X				X		
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry								
Auto Flash Exit								
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	2	4	6	8												
Alternate Walk																
Extra Call Phases																
Call Overlaps																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	120	120	130
Offset Time	0	0	0	0	0	117	56	123
Split	1	2	3	4	5	6	7	8
Sequence	1	1	1	1	1	2	2	3
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	130	0	0	0	0	0	0	0
Offset Time	67	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	3	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	20	35	20	45	20	35	20	45	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	24	38	25	33	24	38	25	33	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	22	43	22	43	22	43	22	43	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	23	47	20	40	23	47	20	40	0	0	0	0	0	0	0	0
Mode	NONE	MINV	NONE	NONE	NONE	MINV	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

	Month												Days Of Week							Date																															Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3																																																			0
4																																																			0
5																																																			0
6																																																			0
7																																																			0
8																																																			0
9																																																			0
10																																																			0
11																																																			0
12																																																			0
13																																																			0
14																																																			0
15																																																			0
16																																																			0

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	10	10	14	15	18	0	0	0	0	0	0	0	0	0	0
Minute	0	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0
Action	6	14	7	14	8	14	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	9	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Pattern6	Pattern7	Pattern8
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Pattern9	Automatic	Automatic	Automatic	Automatic	Free	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases			2,5	4,7	1,6	3,8		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X					X	X
Override Flash	X	X					X	X
Override +1	X	X					X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	120	120	120	120	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	0	0	0	0	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	0	0	0	0	255	255
Enter Min Walk	255	255	0	0	0	0	255	255
Enter Min Ped Clear	255	255	0	0	0	0	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	

8.2 TSP Strategy Options — Strategy 1 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 2 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 3 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 4 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 5 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 6 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options — Strategy 7 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 8 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options — Strategy 9 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 — Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	1
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Unused Input	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	MMU Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Channel Red	3
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Channel Red	12
C1-20	Channel Green	12
C1-21	Channel Red	11
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Channel Red	10
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Channel Red	14
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Channel Red	13
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Disabled
VOS Log Mode	Disabled
Cycle MOE Log Mode	Disabled
High Res Log Mode	Disabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Unused Input
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Disabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Disabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3 Web UI

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.242.0.127	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.242.0.254	0.0.0.0
NTCIP Port	8007	161
NTCIP Mode	UDP	UDP
AB3418 Port	8007	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

A.8 SPaT Destinations

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

A.2.1.1 FHP Response Forwarding

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

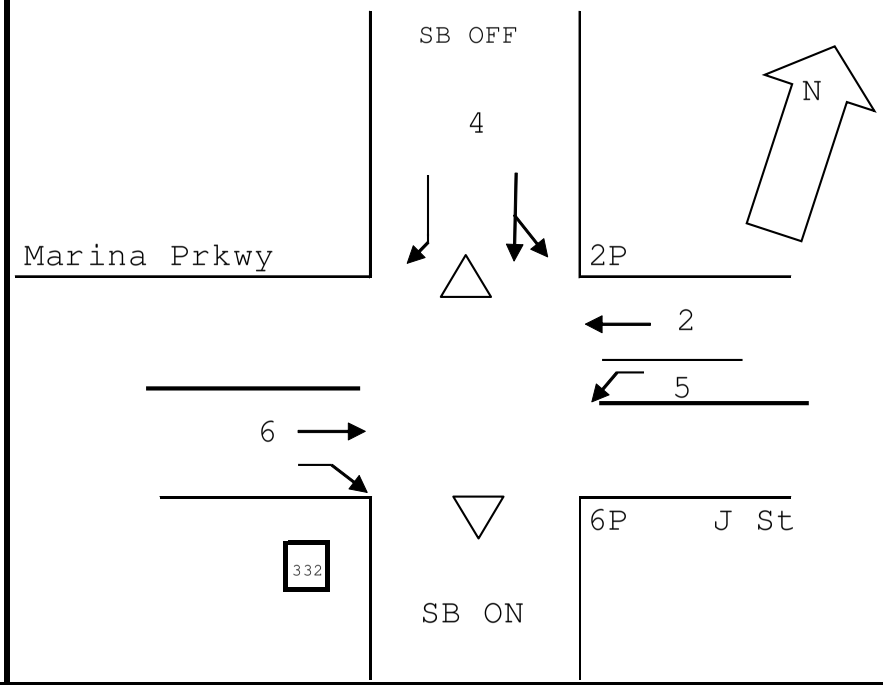
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Location: RTE 5 SB @ J Streer
Designed By:
System: **District:** **Installed By:**
Master At: **I/C:** **Service Info:**

Timing Change: **Date Start:** **Date End:** **Designed:** **Installed:**

			FLASH
PHASE	1)		[ ]
	2)	WB J Street	[ ]
	3)		[ ]
	4)	SB Off Ramp	[ ]
	5)	WB LT J Street	[ ]
	6)	EB Marina Prkwy/J Street	[ ]
	7)		[ ]
	8)		[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout



Comments and Notes:

PHASE	1	2	3	4	5	6	7	8
PED XING FT	X	60'	X	X	X	65'	X	X
BIKE XING FT	X	75'	X	X	X	64'	X	X

RAM Checksum

Page 2: 18CB	Page 8: 85AF
Page 3: 0BDD	Page 9: 1B1A
Page 4: F29E	Page 10: 8884
Page 5: 191A	Page 11: 8D3E
Page 6: 191A	Page 12: D68F
Page 7: 51F1	Page 13: 80C7

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . 4 5 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . 4 5 . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . 4 5 6 . .
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	10
Flash Don't Walk	0	17	0	0	0	19	0	10
Minimum Green	10	5	10	5	5	5	10	10
Det Limit	10	0	10	0	0	0	10	10
Max Initial	10	0	10	0	0	0	10	10
Max Green 1	50	30	50	30	25	30	50	50
Max Green 2	50	0	50	0	0	60	50	50
Max Green 3	50	0	50	0	0	0	50	50
Extension	5.0	4.5	5.0	3.0	2.0	4.5	5.0	5.0
Maximum Gap	5.0	5.5	5.0	3.0	2.0	5.5	5.0	5.0
Minimum Gap	5.0	3.0	5.0	3.0	2.0	3.0	5.0	5.0
Add Per Vehicle	1.0	0.0	1.0	0.0	0.0	0.0	1.0	1.0
Reduce Gap By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Yellow	5.0	4.1	5.0	4.1	3.7	4.1	5.0	5.0
All-Red	1.0	2.0	1.0	2.0	2.0	2.0	1.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)		*Plan: 1-29*
Plan	OffSet	*254 = Flash*
	A	*255 = Free*
		Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enabl	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	1500	1700	M T W T F . .	17	. . . . . 6 . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)			
PR 1	PR 2	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)			
PR 1	PR 2	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. 2 . . 5 . . .	. . . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . 4	. . . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . . . 6 . .	. . . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	NONE	0	0
Plan 11-19	. . . . .	0.0	NONE	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

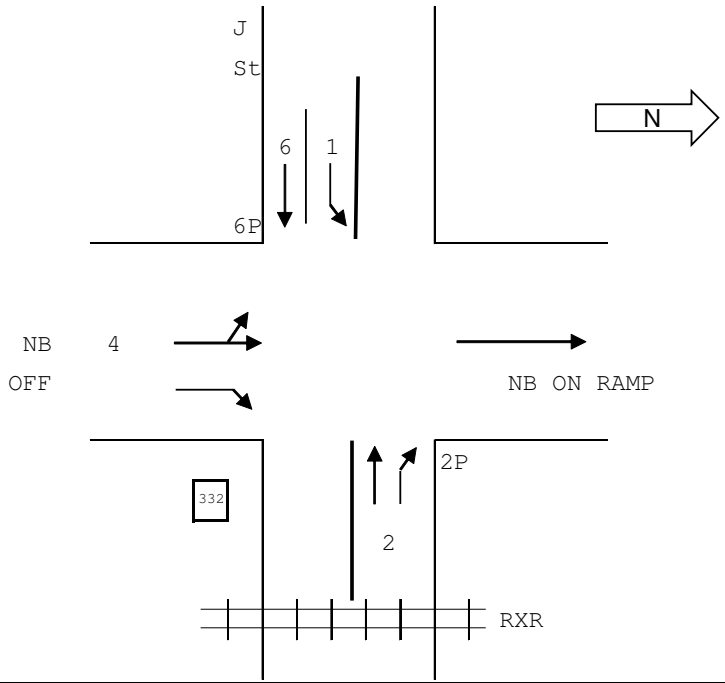
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Location: I-5 NB @ J Street
System:
District: 11
Master At: N/A Standalone CTSCP
I/C:
Designed By:
Installed By:
Service Info:

Timing Change: **Date Start:** **Date End:** **Designed:** **Installed:**

			FLASH
PHASE	1)	SBLT J Street	[ ]
	2)	NB J Street	[ ]
	3)		[ ]
	4)	NB Off Ramp	[ ]
	5)		[ ]
	6)	SB J Street	[ ]
	7)		[ ]
	8)		[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout



Comments and Notes:

PHASE	1	2	3	4	5	6	7	8
PED XING FT	X	50'	X	X	X	50'	X	X
BIKE XING FT	X	X	X	X	X	X	X	X

RAM Checksum

Page 2: 454D	Page 8: 85AF
Page 3: 4886	Page 9: 47D4
Page 4: F29E	Page 10: 8884
Page 5: 191A	Page 11: FD55
Page 6: 191A	Page 12: D68F
Page 7: 5720	Page 13: 80C7

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. 2 . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

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PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	10
Flash Don't Walk	0	14	0	0	0	14	0	10
Minimum Green	5	10	10	5	10	5	10	10
Det Limit	0	0	10	0	10	0	10	10
Max Initial	0	0	10	0	10	0	10	10
Max Green 1	25	40	50	25	50	40	50	50
Max Green 2	20	10	50	10	50	60	50	50
Max Green 3	0	0	50	0	50	0	50	50
Extension	2.0	4.5	5.0	2.0	5.0	4.5	5.0	5.0
Maximum Gap	2.0	5.5	5.0	2.0	5.0	5.5	5.0	5.0
Minimum Gap	2.0	3.0	5.0	2.0	5.0	3.0	5.0	5.0
Add Per Vehicle	0.0	0.0	1.0	0.0	1.0	0.0	1.0	1.0
Reduce Gap By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Yellow	3.7	4.1	5.0	4.1	5.0	4.1	5.0	5.0
All-Red	2.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 . . . 6 . .	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-29
254 = Flash
255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

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TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Daylight Saving (8-1)

Enabl	YES	Month	Sunday
	Start	MAR	2nd
	End	NOV	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	1500	1700	M T W T F . .	17	. . . 4 . 6 . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

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RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	7	. 2	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 . 4 . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Exit	5									
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. 2 . . . 6 . .	. . . . .	1 2 . 4 . 6 . .	. 2 . . . 6 . .

Configuration (3-1-6)

PR 1	PR 2	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

PR 1	PR 2	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. 2	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	. . . 4	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	5	255	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

\+ middle output of loadswitches 3 and 6 Channel 9 and 10

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	NONE	0	0
Plan 11-19	. . . . .	0.0	NONE	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **20**

N/S Street Name: **Broadway**
E/W Street Name: **J Street**
Version **5.0**

Change Record					
Change	By	Date	Change	By	Date

Notes: **Serial:COM123:**

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	**5**	<C/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**20**	<C/0+0+3>
QuicNet Channel	**Serial:COM123:**	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start		<F/1+0+E>
Red Revert	**3.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>

Start / Revert Times

Exclusive Walk		<F/1+0+0>
Exclusive FDW		<F/1+0+1>
All Red Clear		<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ---->		→		↓		←		↑	
0	Ped Walk		7		7		7		7	0
1	Ped FDW		23		21		25		20	1
2	Min Green	4	10	4	10	4	10	4	10	2
3	Type 3 Disconnect									3
4	Added per Vehicle				1.0				1.0	4
5	Veh Extension	2.0	3.0	2.0	3.5	2.0	3.0	2.0	3.5	5
6	Max Gap	2.0	3.0	2.0	4.2	2.0	3.0	2.0	4.2	6
7	Min Gap	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0	7
8	Max Limit	30	40	30	50	30	40	30	50	8
9	Max Limit 2									9
A	Adv. / Delay Walk									A
B	PE Min Ped FDW									B
C	Cond Serv Check									C
D	Reduce Every				1.2				1.2	D
E	Yellow Change	3.2	3.6	3.2	3.6	3.2	3.6	3.2	3.6	E
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	F

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2	20				
Phase 3					
Phase 4	20				
Phase 5					
Phase 6	20				
Phase 7					
Phase 8	20				
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	
RR-1 Clear	
EV-A Delay	
EV-A Clear	
EV-B Delay	
EV-B Clear	
EV-C Delay	
EV-C Clear	
EV-D Delay	
EV-D Clear	
RR-2 Delay	
RR-2 Clear	
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

	F	Row
Permit	**12345678**	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	___4___8	3
Ped Recall	_____	4
View Set Peds	- - - - -	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	_2___6__	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	_____	E
First Phases	___4___8	F

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	Overlap Name ---->								
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Allow QuicNet PE
8 =

Row		C
0	EV-A	
1	EV-B	
2	EV-C	
3	EV-D	
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	
7	SE-2	

Preempt Priority <C+0+E=125>
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	_2__5__
B	EV-B Phases	___4__7_
C	EV-C Phases	1____6__
D	EV-D Phases	__3____8
E	Extra 1 Config. Bits	1_3_5___
F	IC Select (Interconnect)	_2_____

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	_2_____
Ped for 6P Output	_____6__
Ped for 4P Output	___4____
Ped for 8P Output	_____8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	__3____

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Row		2
0		
1	Phase 1	
2	Phase 2	
3	Phase 3	
4	Phase 4	
5	Phase 5	
6	Phase 6	
7	Phase 7	
8	Phase 8	

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length						120	120	130	130	0
1	Phase 1 - ForceOff						41	41	47	46	1
2	Phase 2 - ForceOff						78	78	84	83	2
3	Phase 3 - ForceOff						102	100	109	107	3
4	Phase 4 - ForceOff						20	20	22	22	4
5	Phase 5 - ForceOff						41	41	47	46	5
6	Phase 6 - ForceOff						78	78	84	83	6
7	Phase 7 - ForceOff						20	20	22	22	7
8	Phase 8 - ForceOff						0	0	0	0	8
9	Ring Offset						0	0	0	0	9
A	Offset 1						60	109	59	119	A
B	Offset 2						0	0	0	0	B
C	Offset 3						0	0	0	0	C
D	Perm 1 - End						5	5	5	5	D
E	Hold Release						255	255	255	255	E
F	Zone Offset						0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
1	Plan 1 - Sync		1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync	___4___8	6
7	Plan 7 - Sync	___4___8	7
8	Plan 8 - Sync	___4___8	8
9	Plan 9 - Sync	___4___8	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment						0	0	0	0	0
1	Perm 2 - Start						4	4	4	4	1
2	Perm 2 - End						23	23	25	25	2
3	Perm 3 - Start						22	22	24	24	3
4	Perm 3 - End						81	81	87	86	4
5	Reservice Time						0	0	0	0	5
6	Reservice Phases						_____	_____	_____	_____	6
7											7
8	Pretimed Phases						_____	_____	_____	_____	8
9	Max Recall						_____	_____	_____	_____	9
A	Perm 1 Veh Phase						_____7_	_____7_	_____7_	_____7_	A
B	Perm 1 Ped Phase						_____	_____	_____	_____	B
C	Perm 2 Veh Phase						12__56__	12__56__	12__56__	12__56__	C
D	Perm 2 Ped Phase						_2___6__	_2___6__	_2___6__	_2___6__	D
E	Perm 3 Veh Phase						__3_____	__3_____	__3_____	__3_____	E
F	Perm 3 Ped Phase						_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag		1
2	Plan 2 - Lag		2
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag		5
6	Plan 6 - Lag	_2_4_67_	6
7	Plan 7 - Lag	_2_4_67_	7
8	Plan 8 - Lag	_2_4_67_	8
9	Plan 9 - Lag	_2_4_67_	9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1		NOT-3		Max 2		Pretimed		Set Monday		Dial 2 (7-Wire)		Sim Term		0
1	Spec. Funct. 2		NOT-4		System Det 1		Plan 1		Ext. Perm 1		Dial 3 (7-Wire)		EV-A	**71**	1
2	Spec. Funct. 3		OR-4 (a)		System Det 2		Plan 2		Ext. Perm 2		Offset 1 (7-Wire)		EV-B	**72**	2
3	Spec. Funct. 4		OR-4 (b)		System Det 3		Plan 3		Reserved		Offset 2 (7-Wire)		EV-C	**73**	3
4	NAND-3 (a)		OR-5 (a)		System Det 4		Plan 4		Set Clock		Offset 3 (7-Wire)		EV-D	**74**	4
5	NAND-3 (b)		OR-5 (b)		System Det 5		Plan 5		Stop Time	**82**	Free (7-Wire)		RR-1	**51**	5
6	NAND-4 (a)		OR-6 (a)		System Det 6		Plan 6		Flash Sense	**81**	Flash (7-Wire)		RR-2	**52**	6
7	NAND-4 (b)		OR-6 (b)		System Det 7		Plan 7		Manual Enable		Excl. Ped Omit		Spec. Event 1		7
8	OR-7 (a)		Fig 3 Diamond		System Det 8		Plan 8		Man. Advance		NOT-1		Spec. Event 2		8
9	OR-7 (b)		Fig 4 Diamond		Max Inhibit (nema)		Plan 9		External Alarm		NOT-2		External Lag		9
A	OR-7 (c)		AND-4 (a)		Force A (nema)		DELAY-A		Phase Bank 2		OR-1 (a)		AND-1 (a)		A
B	OR-7 (d)		AND-4 (b)		Force B (nema)		DELAY-B		Phase Bank 3		OR-1 (b)		AND-1 (b)		B
C	OR-8 (a)		NAND-1 (a)		C.N.A. (nema)		DELAY-C		Overlap Set 2		OR-2 (a)		AND-2 (a)		C
D	OR-8 (b)		NAND-1 (b)		Hold (nema)		DELAY-D		Overlap Set 3		OR-2 (b)		AND-2 (b)		D
E	OR-8 (c)		NAND-2 (a)		Max Recall		DELAY-E		Detector Set 2		OR-3 (a)		AND-3 (a)		E
F	OR-8 (d)		NAND-2 (b)		Min Recall		DELAY-F		Detector Set 3		OR-3 (b)		AND-3 (b)		F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1		Preempt Fail		Flasher 0		Free		NOT-1		TOD Out 1		Dial 2 (7-Wire)		0
1	Phase ON - 2		Sp Evnt Out 1		Flasher 1		Plan 1		OR-1		TOD Out 2		Dial 3 (7-Wire)		1
2	Phase ON - 3		Sp Evnt Out 2		Fast Flasher		Plan 2		OR-2		TOD Out 3		Offset 1 (7-Wire)		2
3	Phase ON - 4		Sp Evnt Out 3		Fig 3 Diamond		Plan 3		OR-3		TOD Out 4		Offset 2 (7-Wire)		3
4	Phase ON - 5		Sp Evnt Out 4		Fig 4 Diamond		Plan 4		AND-1		TOD Out 5		Offset 3 (7-Wire)		4
5	Phase ON - 6		Sp Evnt Out 5				Plan 5		AND-2		TOD Out 6		Free (7-Wire)		5
6	Phase ON - 7		Sp Evnt Out 6				Plan 6		AND-3		TOD Out 7		Flash (7-Wire)		6
7	Phase ON - 8		Sp Evnt Out 7				Plan 7		NOT-2		TOD Out 8		Preempt		7
8	Ph. Check - 1		Sp Evnt Out 8		NOT-3		Plan 8		EV-A		Adv. Warn - 1		Low Priority A		8
9	Ph. Check - 2				NOT-4		Plan 9		EV-B		Adv. Warn - 2		Low Priority B		9
A	Ph. Check - 3		Detector Fail		OR-4		Spec. Funct. 3		EV-C		DELAY-A		Low Priority C		A
B	Ph. Check - 4		Spec. Funct. 1		OR-5		Spec. Funct. 4		EV-D		DELAY-B		Low Priority D		B
C	Ph. Check - 5		Spec. Funct. 2		OR-6		NAND-3		RR-1		DELAY-C				C
D	Ph. Check - 6		Central Control		AND-4		NAND-4		RR-2		DELAY-D				D
E	Ph. Check - 7		Excl. Ped DW		NAND-1		OR-7		Spec. Event 1		DELAY-E				E
F	Ph. Check - 8		Excl. Ped WK		NAND-2		OR-8		Spec. Event 2		DELAY-F				F

Assignable Outputs <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	**0.3**	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	**4**	<C/5+2+A>
Begin Week	**1**	<C/5+2+B>
End Month	**10**	<C/5+2+C>
End Week	**5**	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow		<F/1+C+E>
Phase Number		<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow		<F/1+D+E>
Phase Number		<F/1+D+F>

Advance Warning Beacon - Sign 2

Row		1	2	3	4	5	6	7	8
0	Ped Walk								
1	Ped FDW								
2	Min Green								
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension								
6	Max Gap								
7	Min Gap								
8	Max Limit								
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every								
E	Yellow Change								
F	Red Clear								

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	- - -	- - -	- - -	- - -	- - -
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->		1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	___45_7_	_2_____	123_____		
1		40	___45_7_	_____6__	123_____		
2		41	___45_7_	___4____	123_____		
3		42	___45_7_	_______8	123_____		
4		43	___45_7_	_2_____	123_____		
5		44	___45_7_	_____6__	123_____		
6		45	___45_7_	___4____	123_____		
7		46	___45_7_	_______8	123_____		
8		47	___45_7_	_2_____	123_____		
9		48	___45_7_	_____6__	123_____		
A		49	___45_7_	___4____	123_____		
B		50	___45_7_	_______8	123_____		
C		55	___45_7_	____5___	123_____		
D		56	___45_7_	1_______	123_____		
E		57	___45_7_	_____7_	123_____		
F		58	___45_7_	__3_____	123_____		

		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	___45_7_	____5___	123_____		
1		60	___45_7_	1_______	123_____		
2		61	___45_7_	_____7_	123_____		
3		62	___45_7_	__3_____	123_____		
4		63	___45_7_	_2_____	123_____		
5		64	___45_7_	_____6__	123_____		
6		65	___45_7_	___4____	123_____		
7		66	___45_7_	_______8	123_____		
8		67	_2_____	_2_____	123_____		
9		68	_2_____	_____6__	123_____		
A		69	_2_____	___4____	123_____		
B		70	_2_____	_______8	123_____		
C		76	___45_7_	_2_____	123_____		
D		77	___45_7_	_____6__	123_____		
E		78	___45_7_	___4____	123_____		
F		79	___45_7_	_______8	123_____		

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

	Ped / Phase / Overlap								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type		<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A		A
DELAY-B		B
DELAY-C		C
DELAY-D		D
DELAY-E		E
DELAY-F		F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm	_____	<C/5+F+0>

Disable Alarm Reporting

Row	Time	Plan	Offset	Day of Week
0	07 : 00	6	A	_23456_
1	10 : 00	E	A	_23456_
2	10 : 30	7	A	_23456_
3	14 : 30	E	A	_23456_
4	14 : 40	8	A	_23456_
5	18 : 30	E	A	_23456_
6	10 : 30	9	A	1____7
7	16 : 00	E	A	1____7
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			
:			

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

[ ] <E/27+5+F>
Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

Notes:

[ ] <E/28+5+F>
Limited Service Interval

Special Event Schedule -- Table 2 <C+0+E=28>

Min Time (seconds) | **2** | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | **2** | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | _____ | <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | | <F/1+A+D>

Bus Delay

Max Time (seconds) | | <F/1+A+E>

Max Early Green

Max Time (seconds) | | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	:			
1	:			
2	:			
3	:			
4	:			
5	:			
6	:			
7	:			
8	:			
9	:			
A	:			
B	:			
C	:			
D	:			
E	:			
F	:			

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

Appendix D

Excerpts for Multi-Modal Analysis

Table 5-2: Top 10 Bicycle Facility Prioritization Results

Rank	Street	From	To	Facility	Mileage	Collisions	Comments	Schools	Propensity	Regional	EnviroScreen	Gap	Staff	TOTAL
1	H Street / East H Street	Bay Boulevard	Hidden Vista Drive	Multi-Use Path	2.9	4	3	4	3	2	2	3	3	24
2	Main Street	Jacqua Street	Oleander Avenue	Buffered Bike Lane	2.8	5	3	3	2	0	3	3	3	22
3	J Street / East J Street	Broadway	Floyd Avenue	Bike Boulevard	2.7	5	2	3	3	2	1	3	3	22
4	Palomar Street / East Palomar Street	Broadway	Nolan Avenue	Bike Lane	2.3	4	3	4	3	0	2	3	3	22
5	Fourth Avenue	J Street	South City Limit	Buffered Bike Lane	2.3	5	3	4	3	2	1	0	3	21
6	Bay Boulevard	E Street	H Street	Multi-Use Path	0.8	2	3	0	3	2	3	3	3	19
7	F Street	Bay Boulevard	Third Avenue	Multi-Use Path	1.2	5	2	0	3	0	3	3	3	19
8	5th Avenue	C Street	H Street	Bike Boulevard	1.3	4	0	3	3	2	3	3	0	18
9	Bay Boulevard	Palomar Street	Anita Street	Multi-Use Path	0.5	5	1	0	1	2	3	3	3	18
10	L Street	Bay Boulevard	Fourth Avenue	Bike Lane	1.0	5	3	4	2	0	1	3	0	18

Table 5-3: Top 10 Bicycle Facility Implementation Measures

Rank	Street	From	To	Facility	Implementation Measure
1	H Street / East H Street	Bay Boulevard	Third Avenue	Multi-Use Path (both sides)	Redevelopment consistent with Urban Core Specific Plan
		Third Avenue	Hilltop Drive	Multi-Use Path (south side)	Remove center-left turn lane
		Hilltop Drive	I-805 SB Ramps	Multi-Use Path (south side)	Lane diet
		I-805 SB Ramps	Hidden Vista Drive	Multi-Use Path (south side)	Redevelopment and Caltrans coordination through I-805 South Express Project
2	Main Street	Jacqua Street	Oleander Avenue	Buffered Bike Lane	On-street parking removal; Redevelopment consistent with Main Street Streetscape Master Plan
3	J Street / East J Street	Broadway	Floyd Avenue	Bike Boulevard	Traffic calming features within existing curb-to-curb
4	"Palomar Street / East Palomar Street"	Broadway	Fourth Avenue	Bike Lane	Road diet - lane removal in each direction
		Fourth Avenue	Hilltop Drive	Bike Lane	Road diet - lane removal in each direction; add center-left turn lane
		Hilltop Drive	Nolan Avenue	Bike Lane	Widen road with utility undergrounding, consistent with east of Nolan Avenue
5	Fourth Avenue	J Street	South City Limit	Buffered Bike Lane	Road diet – lane removal in each direction; add center-left turn lane for project extent.
6	Bay Boulevard	E Street	H Street	Multi-Use Path	Bayshore Bikeway segment
7	F Street	Bay Boulevard	Third Avenue	Multi-Use Path	Repurpose landscaped parkway consistent with F Street Promenade Streetscape Master Plan

Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	**Adult** *Adulto*	**Senior/Disabled/ Medicare/Youth*** *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	**$2.50**	**$1.25**
EARNED DAY PASS *Pase del Día Ganado*	**$6.00**	**$3.00**
MONTH PASS *Pase mensual*	**$72.00**	**$23.00**

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

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MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

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Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 30, 2022

701

H St. Transit Center – Palomar Street Transit Center

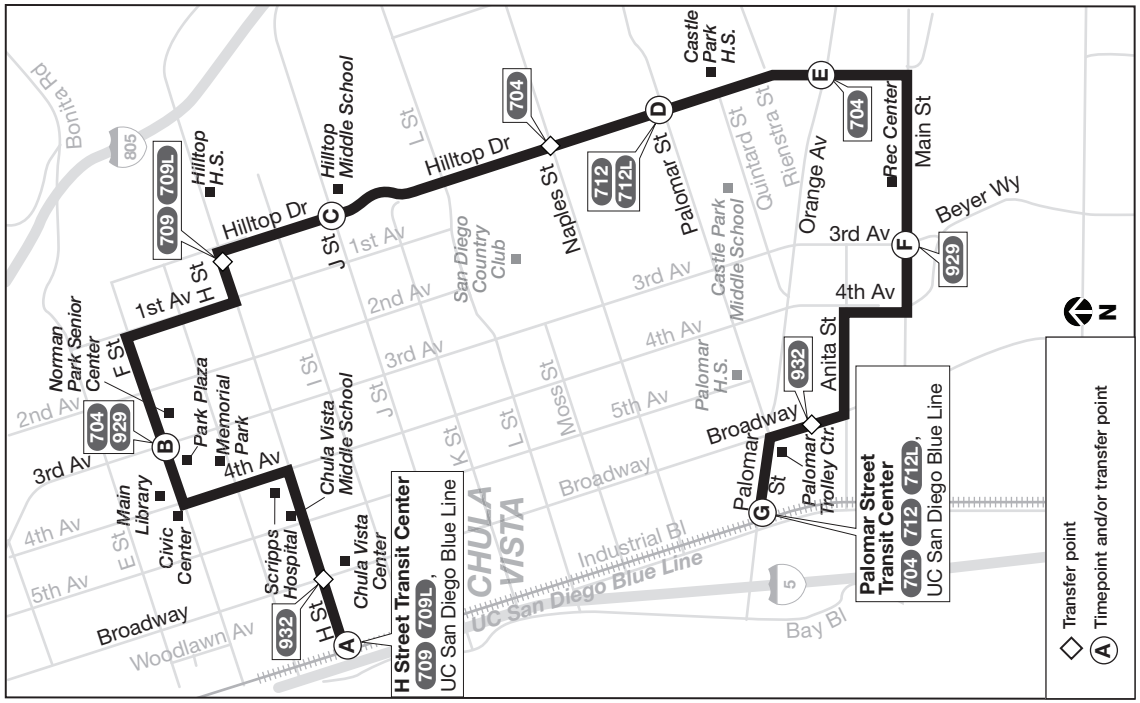
via Main Street / Hilltop Drive / F St.

DESTINATIONS
- Civic Center
- Hilltop Drive
- Hilltop Middle/High Schools
- Main Library
- Scripps Hospital

TROLLEY CONNECTIONS
- H St.
- Palomar Street

01/22

sdmts.com
Route Alerts, Updated Schedules, Connections & More





The schedules and other information shown in this timetable are subject to change.
MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios.
MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Alternative formats available upon request. Please call: (619) 557-4555
Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

Route 701 – Monday through Friday / *lunes a viernes*

H Street T.C. ➡ Hilltop Drive ➡ Palomar Street T.C.

(A) H St. Transit Ctr. **DEPART**	(B) F St. & 3rd Av.	(C) Hilltop Dr. & J St.	(D) Hilltop Dr. & Palomar St.	(E) Hilltop Dr. & Orange Av.	(H) Main St. & 3554	(F) Main St. & Beyer Wy	(G) Palomar St. Transit Ctr. **ARRIVE**
5:33a	5:41a	5:48a	5:53a	5:56a	5:58a	6:00a	6:09a
5:58	6:06	6:13	6:18	6:21	6:23	6:25	6:34
6:29	6:37	6:44	6:49	6:52	6:54	6:56	7:05
6:49	6:57	7:04	7:09	7:12	7:14	7:16	7:25
7:09	7:18	7:26	7:31	7:34	7:36	7:39	7:48
7:29	7:38	7:46	7:51	7:54	7:56	7:59	8:08
7:49	7:59	8:07	8:12	8:15	8:17	8:20	8:30
8:09	8:19	8:27	8:32	8:35	8:37	8:40	8:50
8:29	8:39	8:47	8:52	8:55	8:57	9:00	9:10
8:49	8:59	9:07	9:12	9:15	9:17	9:20	9:30
9:09	9:19	9:27	9:32	9:35	9:37	9:40	9:50
9:29	9:39	9:47	9:52	9:55	9:57	10:00	10:10
9:49	9:59	10:07	10:12	10:15	10:17	10:20	10:30
10:09	10:19	10:27	10:32	10:35	10:37	10:40	10:50
10:29	10:39	10:47	10:52	10:55	10:57	11:00	11:10
10:49	10:59	11:07	11:12	11:15	11:17	11:20	11:30
11:09	11:19	11:27	11:32	11:35	11:37	11:40	11:50
11:29	11:39	11:47	11:52	11:55	11:57	**12:00p**	**12:10p**
11:49	11:59	**12:07p**	**12:12p**	**12:15p**	**12:17p**	**12:20**	**12:30**
12:09p	**12:19p**	**12:27**	**12:32**	**12:35**	**12:37**	**12:40**	**12:50**
12:29	**12:39**	**12:47**	**12:52**	**12:55**	**12:57**	**1:00**	**1:10**
12:49	**12:59**	**1:07**	**1:12**	**1:15**	**1:17**	**1:20**	**1:30**
1:09	**1:19**	**1:27**	**1:32**	**1:35**	**1:37**	**1:40**	**1:50**
1:29	**1:39**	**1:47**	**1:52**	**1:55**	**1:57**	**2:00**	**2:10**
1:49	**1:59**	**2:07**	**2:12**	**2:15**	**2:17**	**2:20**	**2:30**
2:09	**2:20**	**2:28**	**2:34**	**2:37**	**2:39**	**2:42**	**2:52**
2:29	**2:40**	**2:48**	**2:54**	**2:57**	**2:59**	**3:02**	**3:12**
2:48	**3:00**	**3:09**	**3:15**	**3:18**	**3:20**	**3:23**	**3:33**
3:10	**3:22**	**3:30**	**3:35**	**3:38**	**3:40**	**3:43**	**3:53**
3:32	**3:44**	**3:52**	**3:57**	**4:00**	**4:02**	**4:05**	**4:15**
3:53	**4:05**	**4:13**	**4:18**	**4:21**	**4:23**	**4:26**	**4:36**
4:14	**4:25**	**4:32**	**4:37**	**4:40**	**4:42**	**4:44**	**4:54**
4:34	**4:45**	**4:52**	**4:57**	**5:00**	**5:02**	**5:04**	**5:14**
4:55	**5:06**	**5:13**	**5:18**	**5:21**	**5:23**	**5:25**	**5:35**
5:15	**5:26**	**5:33**	**5:38**	**5:41**	**5:43**	**5:45**	**5:55**
5:35	**5:46**	**5:53**	**5:58**	**6:01**	**6:03**	**6:05**	**6:15**
6:05	**6:16**	**6:23**	**6:28**	**6:31**	**6:33**	**6:35**	**6:45**
6:33	**6:44**	**6:51**	**6:56**	**6:59**	**7:01**	**7:03**	**7:13**
7:19	**7:29**	**7:36**	**7:41**	**7:44**	**7:46**	**7:48**	**7:58**
8:04	**8:12**	**8:18**	**8:23**	**8:26**	**8:28**	**8:30**	**8:39**
8:47	**8:55**	**9:01**	**9:06**	**9:09**	**9:11**	**9:13**	**9:22**
9:32	**9:40**	**9:46**	**9:51**	**9:54**	**9:56**	**9:58**	**10:06**
10:30	**10:38**	**10:44**	**10:49**	**10:52**	**10:54**	**10:56**	**11:04**

Palomar Street T.C. ➡ Hilltop Drive ➡ H Street T.C.

(G) Palomar St. Transit Ctr. **DEPART**	(F) Main St. & Beyer Wy.	(E) Hilltop Dr. & Orange Av.	(D) Hilltop Dr. & Palomar St.	(C) Hilltop Dr. & J St.	(B) F St. & 3rd Av.	(A) H St. Transit Ctr. **ARRIVE**
5:45a	5:51a	5:56a	5:59a	6:04a	6:10a	6:20a
6:15	6:22	6:28	6:31	6:37	6:44	6:54
6:40	6:47	6:53	6:56	7:02	7:09	7:19
6:57	7:05	7:12	7:15	7:21	7:28	7:39
7:17	7:25	7:32	7:35	7:41	7:48	7:59
7:37	7:45	7:52	7:55	8:01	8:08	8:19
7:57	8:05	8:12	8:15	8:21	8:28	8:39
8:19	8:27	8:33	8:36	8:41	8:48	8:59
8:40	8:48	8:54	8:57	9:02	9:09	9:20
9:00	9:08	9:14	9:17	9:22	9:29	9:40
9:20	9:28	9:34	9:37	9:42	9:49	10:00
9:40	9:48	9:54	9:57	10:02	10:09	10:20
10:00	10:08	10:14	10:17	10:22	10:29	10:40
10:20	10:28	10:34	10:37	10:42	10:49	11:00
10:40	10:48	10:54	10:57	11:02	11:09	11:20
10:59	11:07	11:13	11:16	11:21	11:28	11:40
11:19	11:27	11:33	11:36	11:41	11:48	**12:00p**
11:39	11:47	11:53	11:56	**12:01p**	**12:08p**	**12:20**
11:59	**12:07p**	**12:13p**	**12:16p**	**12:21**	**12:28**	**12:40**
12:19p	**12:27**	**12:33**	**12:36**	**12:41**	**12:48**	**1:00**
12:39	**12:47**	**12:53**	**12:56**	**1:01**	**1:08**	**1:20**
12:59	**1:07**	**1:13**	**1:16**	**1:21**	**1:28**	**1:40**
1:19	**1:27**	**1:33**	**1:36**	**1:41**	**1:48**	**2:00**
1:39	**1:47**	**1:53**	**1:56**	**2:01**	**2:08**	**2:20**
1:59	**2:07**	**2:13**	**2:16**	**2:21**	**2:28**	**2:40**
2:19	**2:27**	**2:33**	**2:36**	**2:42**	**2:49**	**3:02**
2:39	**2:47**	**2:53**	**2:56**	**3:02**	**3:09**	**3:22**
3:00	**3:08**	**3:14**	**3:17**	**3:23**	**3:30**	**3:43**
3:20	**3:28**	**3:34**	**3:37**	**3:43**	**3:50**	**4:04**
3:41	**3:49**	**3:55**	**3:58**	**4:04**	**4:11**	**4:25**
4:03	**4:11**	**4:17**	**4:20**	**4:26**	**4:33**	**4:47**
4:23	**4:31**	**4:37**	**4:40**	**4:46**	**4:53**	**5:07**
4:43	**4:51**	**4:57**	**5:00**	**5:06**	**5:13**	**5:27**
5:03	**5:11**	**5:17**	**5:20**	**5:26**	**5:33**	**5:46**
5:30	**5:38**	**5:44**	**5:47**	**5:53**	**6:00**	**6:13**
6:00	**6:08**	**6:13**	**6:16**	**6:21**	**6:28**	**6:40**
6:30	**6:38**	**6:43**	**6:46**	**6:51**	**6:58**	**7:08**
7:19	**7:27**	**7:32**	**7:35**	**7:40**	**7:47**	**7:57**
8:06	**8:13**	**8:18**	**8:21**	**8:26**	**8:33**	**8:41**
8:51	**8:58**	**9:03**	**9:06**	**9:11**	**9:18**	**9:26**
9:39	**9:45**	**9:50**	**9:53**	**9:58**	**10:04**	**10:12**

Route 701 – Saturday / *sábado*

H Street T.C. ➡ Hilltop Drive ➡ Palomar Street T.C.

(A) H St. Transit Ctr. **DEPART**	(B) F St. & 3rd Av.	(C) Hilltop Dr. & J St.	(D) Hilltop Dr. & Palomar St.	(E) Hilltop Dr. & Orange Av.	(F) Main St. & 3rd Av.	(G) Palomar St. Transit Ctr. **ARRIVE**
6:59a	7:07a	7:14a	7:19a	7:22a	7:26a	7:35a
7:59	8:07	8:14	8:19	8:22	8:26	8:35
8:59	9:08	9:15	9:20	9:23	9:27	9:37
9:59	10:08	10:15	10:20	10:23	10:27	10:37
10:59	11:08	11:15	11:20	11:23	11:27	11:37
11:59	**12:08p**	**12:15p**	**12:20p**	**12:23p**	**12:27p**	**12:37p**
12:59p	**1:08**	**1:15**	**1:20**	**1:23**	**1:27**	**1:37**
1:59	**2:08**	**2:15**	**2:20**	**2:23**	**2:27**	**2:37**
2:59	**3:08**	**3:15**	**3:20**	**3:23**	**3:27**	**3:37**
3:59	**4:08**	**4:15**	**4:20**	**4:23**	**4:27**	**4:37**
4:59	**5:08**	**5:15**	**5:20**	**5:23**	**5:27**	**5:37**
5:59	**6:08**	**6:15**	**6:20**	**6:23**	**6:27**	**6:37**
6:59	**7:07**	**7:14**	**7:19**	**7:22**	**7:26**	**7:35**
7:59	**8:07**	**8:14**	**8:19**	**8:22**	**8:26**	**8:35**
8:59	**9:07**	**9:13**	**9:18**	**9:21**	**9:25**	**9:34**

Palomar Street T.C. ➡ Hilltop Drive ➡ H Street T.C.

(G) Palomar St. Transit Ctr. **DEPART**	(F) Main St. & 3rd Av.	(E) Hilltop Dr. & Orange Av.	(D) Hilltop Dr. & Palomar St.	(C) Hilltop Dr. & J St.	(B) F St. & 3rd Av.	(A) H St. Transit Ctr. **ARRIVE**
7:04a	7:10a	7:15a	7:18a	7:23a	7:29a	7:37a
8:04	8:10	8:15	8:18	8:23	8:29	8:37
9:06	9:13	9:18	9:21	9:26	9:33	9:42
10:06	10:13	10:18	10:21	10:26	10:33	10:42
11:06	11:13	11:18	11:21	11:26	11:33	11:42
12:06p	**12:13p**	**12:18p**	**12:21p**	**12:26p**	**12:33p**	**12:42p**
1:06	**1:13**	**1:18**	**1:21**	**1:26**	**1:33**	**1:42**
2:06	**2:13**	**2:18**	**2:21**	**2:26**	**2:33**	**2:42**
3:06	**3:13**	**3:18**	**3:21**	**3:26**	**3:33**	**3:42**
4:06	**4:13**	**4:18**	**4:21**	**4:26**	**4:33**	**4:42**
5:06	**5:13**	**5:18**	**5:21**	**5:26**	**5:33**	**5:42**
6:06	**6:13**	**6:18**	**6:21**	**6:26**	**6:33**	**6:42**
7:06	**7:13**	**7:18**	**7:21**	**7:26**	**7:33**	**7:42**
8:04	**8:10**	**8:15**	**8:18**	**8:23**	**8:29**	**8:37**
9:04	**9:10**	**9:15**	**9:18**	**9:23**	**9:29**	**9:37**

Route 701 – Sunday / *domingo*

H Street T.C. ➡ Hilltop Drive ➡ Palomar Street T.C.

(A) H St. Transit Ctr. **DEPART**	(B) F St. & 3rd Av.	(C) Hilltop Dr. & J St.	(D) Hilltop Dr. & Palomar St.	(E) Hilltop Dr. & Orange Av.	(F) Main St. & 3rd Av.	(G) Palomar St. Transit Ctr. **ARRIVE**
7:28a	7:36a	7:43a	7:48a	7:51a	7:55a	8:04a
8:28	8:36	8:43	8:48	8:51	8:55	9:04
9:26	9:35	9:42	9:47	9:50	9:54	10:04
10:26	10:35	10:42	10:47	10:50	10:54	11:04
11:26	11:35	11:42	11:47	11:50	11:54	**12:04p**
12:26p	**12:35p**	**12:42p**	**12:47p**	**12:50p**	**12:54p**	**1:04**
1:26	**1:35**	**1:42**	**1:47**	**1:50**	**1:54**	**2:04**
2:26	**2:35**	**2:42**	**2:47**	**2:50**	**2:54**	**3:04**
3:26	**3:35**	**3:42**	**3:47**	**3:50**	**3:54**	**4:04**
4:26	**4:35**	**4:42**	**4:47**	**4:50**	**4:54**	**5:04**
5:26	**5:35**	**5:42**	**5:47**	**5:50**	**5:54**	**6:04**
6:26	**6:35**	**6:42**	**6:47**	**6:50**	**6:54**	**7:04**
7:28	**7:36**	**7:43**	**7:48**	**7:51**	**7:55**	**8:04**

Palomar Street T.C. ➡ Hilltop Drive ➡ H Street T.C.

(G) Palomar St. Transit Ctr. **DEPART**	(F) Main St. & 3rd Av.	(E) Hilltop Dr. & Orange Av.	(D) Hilltop Dr. & Palomar St.	(C) Hilltop Dr. & J St.	(B) F St. & 3rd Av.	(A) H St. Transit Ctr. **ARRIVE**
7:09a	7:15a	7:20a	7:23a	7:28a	7:34a	7:42a
8:10	8:16	8:21	8:24	8:29	8:35	8:43
9:10	9:17	9:22	9:25	9:30	9:37	9:46
10:10	10:17	10:22	10:25	10:30	10:37	10:46
11:10	11:17	11:22	11:25	11:30	11:37	11:46
12:10p	**12:17p**	**12:22p**	**12:25p**	**12:30p**	**12:37p**	**12:46p**
1:10	**1:17**	**1:22**	**1:25**	**1:30**	**1:37**	**1:46**
2:10	**2:17**	**2:22**	**2:25**	**2:30**	**2:37**	**2:46**
3:10	**3:17**	**3:22**	**3:25**	**3:30**	**3:37**	**3:46**
4:10	**4:17**	**4:22**	**4:25**	**4:30**	**4:37**	**4:46**
5:10	**5:17**	**5:22**	**5:25**	**5:30**	**5:37**	**5:46**
6:10	**6:17**	**6:22**	**6:25**	**6:30**	**6:37**	**6:46**
7:10	**7:17**	**7:22**	**7:25**	**7:30**	**7:37**	**7:46**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	**Adult** *Adulto*	**Senior/Disabled/ Medicare/Youth*** *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	**$2.50**	**$1.25**
EARNED DAY PASS *Pase del Día Ganado*	**$6.00**	**$3.00**
MONTH PASS *Pase mensual*	**$72.00**	**$23.00**

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** **or/ó** **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** **or/ó** **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

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Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective NOVEMBER 21, 2021

704

E St. Transit Center – Palomar Street Transit Center

via Naples Street / Sharp Medical Center / Orange Avenue

DESTINATIONS
- Chula Vista Library
- Civic Center
- Memorial Park
- Sharp CV Medical Center
- South County Regional Center
- Veterans Home

TROLLEY CONNECTIONS
- E St.
- Palomar Street

11/21

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Route 704 – Monday through Friday / *lunes a viernes*

E St. Transit Center ➡ Sharp Medical Center ➡ Palomar St. Transit Center

Ⓐ E St. Transit Center **DEPART**	Ⓑ 3rd Av. & J St.	Ⓒ Naples St. & Hilltop Dr.	Ⓓ Sharp Chula Vista Medical Center	Ⓔ Melrose Av. & Main St.	Ⓕ Orange Av. & 3rd Av.	Ⓖ Palomar St. Transit Center **ARRIVE**
–	–	–	–	5:29a	5:38a	5:45a
–	–	–	6:02a	6:12	6:21	6:28
6:03a	6:14a	6:21a	6:33	6:43	6:52	6:59
6:33	6:45	6:53	7:06	7:17	7:27	7:34
7:03	7:15	7:23	7:36	7:47	7:57	8:04
7:35	7:47	7:55	8:08	8:19	8:29	8:36
8:05	8:17	8:25	8:37	8:47	8:56	9:04
8:35	8:47	8:55	9:07	9:17	9:26	9:34
9:05	9:17	9:25	9:37	9:47	9:56	10:04
9:49	10:01	10:09	10:21	10:31	10:40	10:48
10:19	10:31	10:39	10:51	11:01	11:10	11:18
10:49	11:01	11:09	11:21	11:31	11:40	11:48
11:17	11:29	11:38	11:50	**12:01p**	**12:10p**	**12:18p**
11:47	11:59	**12:08p**	**12:20p**	**12:31**	**12:40**	**12:48**
12:17p	**12:29p**	**12:38**	**12:50**	**1:01**	**1:10**	**1:18**
12:47	**12:59**	**1:08**	**1:20**	**1:31**	**1:40**	**1:48**
1:13	**1:25**	**1:35**	**1:48**	**1:59**	**2:08**	**2:16**
1:43	**1:55**	**2:05**	**2:18**	**2:29**	**2:38**	**2:46**
2:13	**2:25**	**2:35**	**2:49**	**3:00**	**3:10**	**3:18**
2:43	**2:55**	**3:05**	**3:19**	**3:30**	**3:40**	**3:48**
3:13	**3:25**	**3:35**	**3:49**	**4:00**	**4:10**	**4:18**
3:43	**3:55**	**4:05**	**4:19**	**4:30**	**4:40**	**4:48**
4:13	**4:25**	**4:35**	**4:49**	**5:00**	**5:10**	**5:18**
4:43	**4:55**	**5:05**	**5:19**	**5:30**	**5:40**	**5:48**
5:13	**5:25**	**5:34**	**5:47**	**5:58**	**6:07**	**6:15**
5:43	**5:55**	**6:04**	**6:17**	**6:28**	**6:37**	**6:45**
6:27	**6:38**	**6:47**	**6:59**	**7:09**	**7:18**	**7:26**
7:27	**7:37**	**7:45**	**7:56**	**8:06**	**8:15**	**8:22**
8:27	**8:37**	**8:45**	**8:56**	**9:06**	**9:15**	**9:22**

Palomar St. Transit Center ➡ Sharp Medical Center ➡ E St. Transit Center

Ⓖ Palomar St. Transit Center **DEPART**	Ⓕ Orange Av. & 3rd Av.	Ⓔ Melrose Av. & Main St.	Ⓓ Sharp Chula Vista Medical Center	Ⓒ Naples St. & Hilltop Dr.	Ⓑ 3rd Av. & J St.	Ⓐ E St. Transit Center **ARRIVE**
–	–	–	5:22a	5:34a	5:41a	5:51a
5:28a	5:33a	5:41a	5:52	6:04	6:11	6:21
5:58	6:03	6:11	6:22	6:34	6:41	6:51
6:28	6:33	6:41	6:53	7:06	7:14	7:25
6:58	7:03	7:11	7:23	7:36	7:44	7:55
7:28	7:33	7:41	7:53	8:06	8:14	8:25
7:58	8:03	8:11	8:23	8:36	8:44	8:55
8:28	8:33	8:41	8:53	9:06	9:14	9:25
9:03	9:09	9:18	9:30	9:43	9:51	10:03
9:33	9:39	9:48	10:00	10:13	10:21	10:33
10:03	10:09	10:18	10:30	10:43	10:51	11:03
10:33	10:39	10:48	11:00	11:13	11:21	11:33
11:03	11:09	11:18	11:30	11:43	11:51	**12:03p**
11:33	11:39	11:48	**12:00p**	**12:13p**	**12:21p**	**12:33**
12:03p	**12:09p**	**12:18p**	**12:30**	**12:43**	**12:51**	**1:03**
12:33	**12:39**	**12:48**	**1:00**	**1:13**	**1:21**	**1:33**
1:03	**1:09**	**1:18**	**1:30**	**1:43**	**1:51**	**2:03**
1:33	**1:39**	**1:48**	**2:00**	**2:13**	**2:21**	**2:33**
2:01	**2:07**	**2:16**	**2:28**	**2:41**	**2:50**	**3:03**
2:31	**2:37**	**2:46**	**2:58**	**3:11**	**3:20**	**3:33**
3:00	**3:06**	**3:15**	**3:27**	**3:40**	**3:49**	**4:02**
3:30	**3:36**	**3:45**	**3:57**	**4:10**	**4:19**	**4:32**
4:00	**4:06**	**4:15**	**4:27**	**4:40**	**4:49**	**5:02**
4:30	**4:36**	**4:45**	**4:56**	**5:09**	**5:17**	**5:30**
5:00	**5:06**	**5:15**	**5:26**	**5:39**	**5:47**	**6:00**
5:30	**5:36**	**5:45**	**5:56**	–	–	–
6:00	**6:06**	**6:15**	**6:26**	**6:38**	**6:46**	**6:58**
6:30	**6:36**	**6:45**	**6:56**	–	–	–
7:00	**7:06**	**7:15**	**7:26**	**7:37**	**7:44**	**7:56**
8:04	**8:09**	**8:18**	**8:29**	**8:40**	**8:46**	**8:57**
9:05	**9:10**	**9:19**	**9:30**	**9:41**	**9:47**	**9:58**

Route 704 – Saturday / *sábado*

E St. Transit Center ➡ Sharp Medical Center ➡ Palomar St. Transit Center

(A) E St. Transit Center **DEPART**	(B) 3rd Av. & J St.	(C) Naples St. & Hilltop Dr.	(D) Sharp Chula Vista Medical Center	(E) Melrose Av. & Main St.	(F) Orange Av. & 3rd Av.	(G) Palomar St. Transit Center **ARRIVE**
–	–	–	–	6:09a	6:17a	6:24a
6:32a	6:42a	6:49a	7:00a	7:09	7:17	7:24
7:32	7:42	7:49	8:00	8:09	8:17	8:24
8:29	8:40	8:48	8:59	9:08	9:16	9:23
9:29	9:40	9:48	9:59	10:08	10:116	10:23
10:27	10:38	10:46	10:58	11:07	11:15	11:23
11:26	11:37	11:46	11:58	**12:07p**	**12:16p**	**12:24p**
12:27p	**12:38p**	**12:47p**	**12:59p**	**1:08**	**1:17**	**1:25**
1:27	**1:38**	**1:47**	**1:59**	**2:08**	**2:17**	**2:25**
2:27	**2:38**	**2:47**	**2:59**	**3:08**	**3:17**	**3:25**
3:27	**3:38**	**3:47**	**3:59**	**4:08**	**4:17**	**4:25**
4:27	**4:38**	**4:47**	**4:59**	**5:08**	**5:17**	**5:25**
5:28	**5:39**	**5:47**	**5:59**	**6:08**	**6:16**	**6:24**
6:28	**6:39**	**6:47**	**6:58**	**7:07**	**7:15**	**7:22**
7:28	**7:39**	**7:47**	**7:58**	**8:07**	**8:15**	**8:22**
8:31	**8:41**	**8:48**	**8:59**	**9:08**	**9:16**	**9:23**

Palomar St. Transit Center ➡ Sharp Medical Center ➡ E St. Transit Center

(G) Palomar St. Transit Center **DEPART**	(F) Orange Av. & 3rd Av.	(E) Melrose Av. & Main St.	(D) Sharp Chula Vista Medical Center	(C) Naples St. & Hilltop Dr.	(B) 3rd Av. & J St.	(A) E St. Transit Center **ARRIVE**
–	–	–	5:57a	6:09a	6:16a	6:26a
6:34a	6:38a	6:46a	6:57	7:09	7:16	7:26
7:35	7:39	7:47	7:58	8:10	8:17	8:27
8:35	8:40	8:48	8:59	9:11	9:18	9:29
9:35	9:40	9:48	9:59	10:11	10:18	10:30
10:34	10:40	10:48	10:59	11:11	11:19	11:31
11:34	11:40	11:48	11:59	**12:11p**	**12:19p**	**12:31p**
12:34p	**12:40p**	**12:48p**	**12:59p**	**1:11**	**1:19**	**1:31**
1:34	**1:40**	**1:48**	**1:59**	**2:11**	**2:13**	**2:31**
2:34	**2:40**	**2:48**	**2:59**	**3:11**	**3:19**	**3:31**
3:34	**3:40**	**3:48**	**3:59**	**4:11**	**4:19**	**4:31**
4:35	**4:41**	**4:49**	**5:00**	**5:12**	**5:19**	**5:30**
5:35	**5:41**	**5:49**	**6:00**	**6:12**	**6:19**	**6:30**
6:35	**6:40**	**6:48**	**6:58**	**7:10**	**7:17**	**7:28**
7:35	**7:40**	**7:48**	**7:58**	**8:09**	**8:15**	**8:25**
8:35	**8:40**	**8:48**	**8:58**	**9:09**	**9:15**	**9:25**

Route 704 – Sunday / *domingo*

Sharp Medical Center ➡ Palomar St. Transit Center

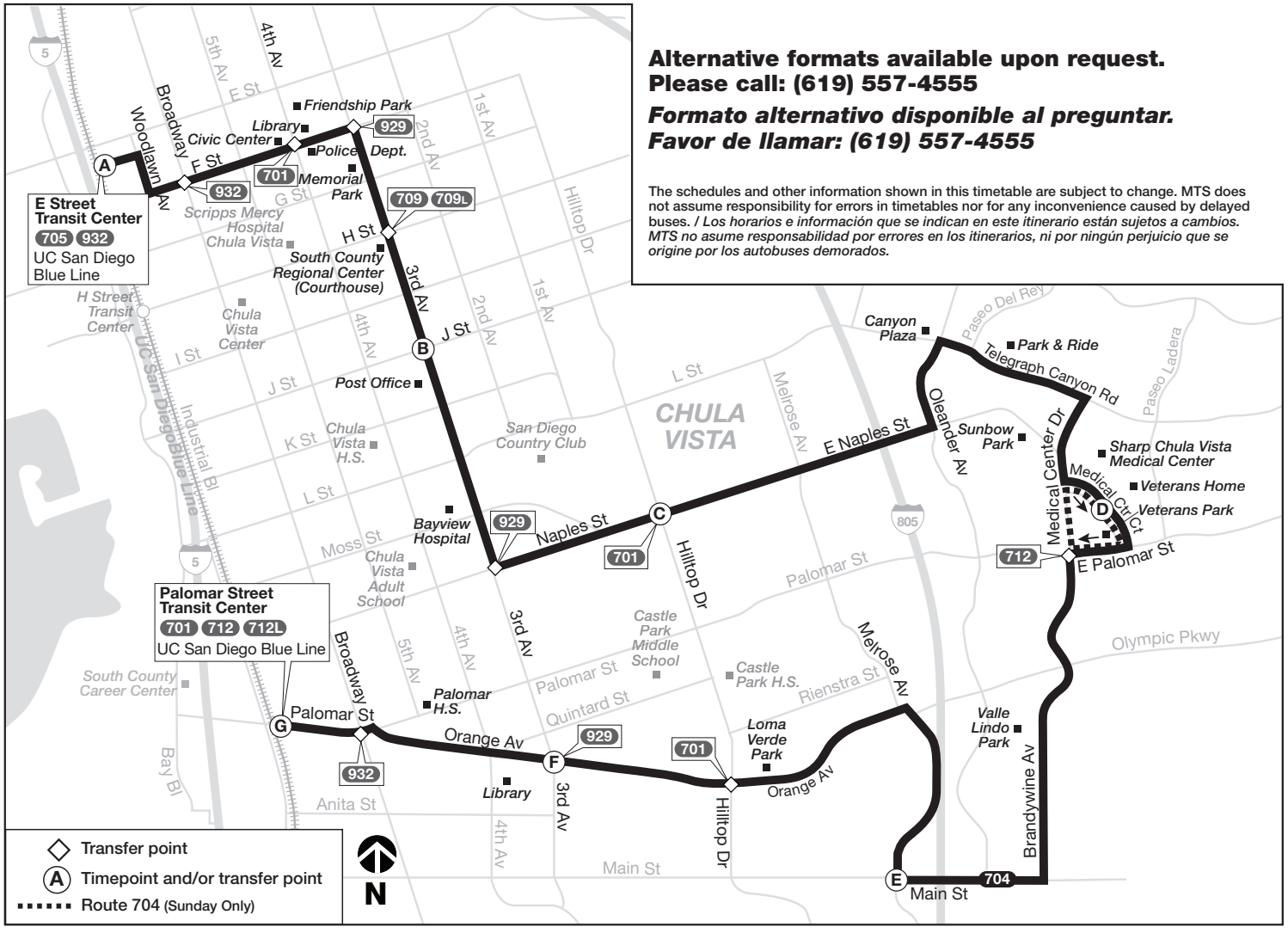
(A) E St. Transit Center **DEPART**	(B) 3rd Av. & J St.	(C) Naples St. & Hilltop Dr.	(D) Sharp Chula Vista Medical Center	(E) Melrose Av. & Main St.	(F) Orange Av. & 3rd Av.	(G) Palomar St. Transit Center **ARRIVE**
–	–	–	7:13a	7:22a	7:30a	7:37a
–	–	–	8:13	8:22	8:30	8:37
–	–	–	9:13	9:22	9:30	9:37
–	–	–	10:12	10:21	10:29	10:37
–	–	–	11:11	11:20	11:29	11:37
–	–	–	**12:11p**	**12:20p**	**12:29p**	**12:37p**
–	–	–	**1:11**	**1:20**	**1:29**	**1:37**
–	–	–	**2:11**	**2:20**	**2:29**	**2:37**
–	–	–	**3:11**	**3:20**	**3:29**	**3:37**
–	–	–	**4:11**	**4:20**	**4:29**	**4:37**
–	–	–	**5:12**	**5:21**	**5:29**	**5:37**
–	–	–	**6:13**	**6:22**	**6:30**	**6:37**

Palomar St. Transit Center ➡ Sharp Medical Center

(G) Palomar St. Transit Center **DEPART**	(F) Orange Av. & 3rd Av.	(E) Melrose Av. & Main St.	(D) Sharp Chula Vista Medical Center	(C) Naples St. & Hilltop Dr.	(B) 3rd Av. & J St.	(A) E St. Transit Center **ARRIVE**
7:21a	7:25a	7:33a	7:44a	–	–	–
8:21	8:26	8:34	8:45	–	–	–
9:21	9:26	9:34	9:45	–	–	–
10:21	10:26	10:34	10:45	–	–	–
11:21	11:27	11:35	11:46	–	–	–
12:21p	**12:27p**	**12:35p**	**12:46p**	–	–	–
1:21	**1:27**	**1:35**	**1:46**	–	–	–
2:21	**2:27**	**2:35**	**2:46**	–	–	–
3:21	**3:27**	**3:35**	**3:46**	–	–	–
4:21	**4:27**	**4:35**	**4:46**	–	–	–
5:21	**5:27**	**5:35**	**5:46**	–	–	–
6:21	**6:26**	**6:34**	**6:45**	–	–	–

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

>>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas



Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	Adult *Adulto*	Senior/Disabled/ Medicare/Youth* *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	$2.50	$1.25
EARNED DAY PASS *Pase del Día Ganado*	$6.00	$3.00
MONTH PASS *Pase mensual*	$72.00	$23.00

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
**Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18*

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a ***sdmts.com.***

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective NOVEMBER 21, 2021

705

E St. Transit Center – Southwestern College

via Plaza Bonita / Otay Lakes Road

DESTINATIONS
- Bonita Centre
- Bonita Vista Middle/ High Schools
- Kaiser Medical Center
- Westfield Plaza Bonita

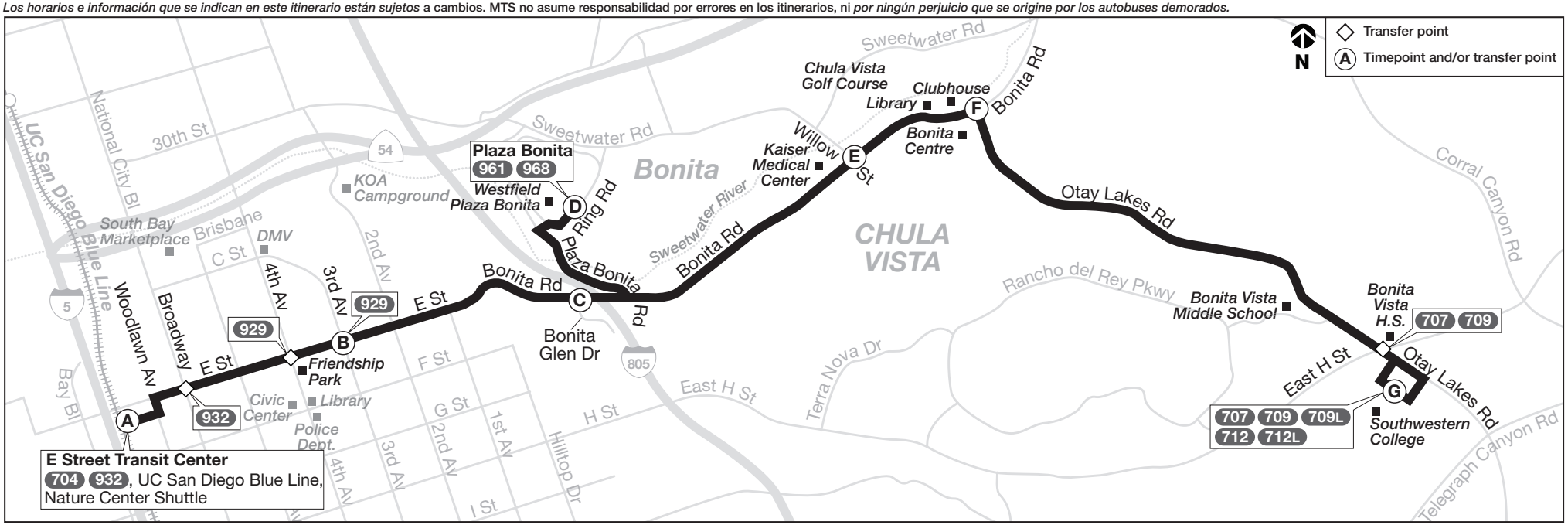
TROLLEY CONNECTIONS
- E St.

11/21

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The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni *por ningún perjuicio que se origine por los autobuses demorados.*



Route 705 – Monday through Friday / *lunes a viernes*

E St. Transit Center ➡ Westfield Plaza Bonita ➡ Southwestern College

(A) E St. Transit Center **DEPART**	(B) E St. & 3rd Av. (Downtown Chula Vista)	(C) Bonita Rd. & Bonita Glen Dr.	(D) Westfield Plaza Bonita	(E) Bonita Rd. & Willow St. (Kaiser)	(F) Otay Lakes Rd. & Bonita Rd. (Bonita Centre)	(G) Southwestern College **ARRIVE**
6:10a	6:15a	6:19a	6:25a	6:32a	6:35a	6:44a
6:40	6:46	6:50	6:56	–	–	–
7:04	7:11	7:15	7:22	7:29	7:32	7:42
7:34	7:41	7:45	7:52	–	–	–
8:04	8:11	8:15	8:22	8:29	8:32	8:42
8:34	8:41	8:45	8:52	–	–	–
9:04	9:11	9:15	9:22	9:29	9:32	9:42
9:34	9:41	9:45	9:52	–	–	–
10:04	10:11	10:15	10:22	10:29	10:32	10:42
10:34	10:41	10:45	10:52	–	–	–
11:04	11:11	11:15	11:22	11:29	11:32	11:43
11:34	11:41	11:45	11:52	–	–	–
12:04p	**12:11p**	**12:15p**	**12:22p**	**12:29p**	**12:32p**	**12:43p**
12:34	**12:41**	**12:45**	**12:52**	–	–	–
1:04	**1:11**	**1:15**	**1:22**	**1:29**	**1:32**	**1:43**
1:34	**1:41**	**1:45**	**1:52**	–	–	–
2:04	**2:11**	**2:15**	**2:22**	**2:29**	**2:32**	**2:43**
2:35	**2:42**	**2:46**	**2:53**	–	–	–
3:05	**3:12**	**3:16**	**3:24**	**3:31**	**3:34**	**3:45**
3:35	**3:42**	**3:46**	**3:54**	–	–	–
4:05	**4:12**	**4:16**	**4:24**	**4:31**	**4:34**	**4:45**
4:35	**4:42**	**4:46**	**4:54**	–	–	–
5:05	**5:12**	**5:16**	**5:24**	**5:31**	**5:34**	**5:45**
5:35	**5:42**	**5:46**	**5:54**	–	–	–
6:05	**6:12**	**6:16**	**6:24**	**6:31**	**6:34**	**6:44**
6:41	**6:48**	**6:52**	**7:00**	–	–	–
7:19	**7:25**	**7:29**	**7:35**	–	–	–
8:04	**8:10**	**8:14**	**8:20**	–	–	–
8:55	**9:01**	**9:05**	**9:11**	–	–	–
9:55	**10:00**	**10:04**	**10:10**	–	–	–

Southwestern College ➡ Westfield Plaza Bonita ➡ E St. Transit Center

(G) Southwestern College **DEPART**	(F) Bonita Rd. & Otay Lakes Rd.	(E) Bonita Rd. & Willow St. (Kaiser)	(D) Westfield Plaza Bonita	(C) Bonita Rd. & Bonita Glen Dr.	(B) E St. & 3rd Av. (Downtown Chula Vista)	(A) E St. Transit Center **ARRIVE**
–	–	–	6:37a	6:43a	6:47a	6:55a
–	–	–	7:07	7:13	7:17	7:25
7:19a	7:27a	7:30a	7:37	7:43	7:47	7:55
–	–	–	8:07	8:13	8:17	8:25
8:19	8:27	8:30	8:37	8:43	8:47	8:55
–	–	–	9:07	9:13	9:17	9:25
9:19	9:27	9:30	9:37	9:43	9:47	9:55
–	–	–	10:07	10:13	10:17	10:25
10:19	10:27	10:30	10:37	10:43	10:47	10:55
–	–	–	11:07	11:13	11:17	11:25
11:19	11:27	11:30	11:37	11:43	11:47	11:55
–	–	–	**12:07p**	**12:13p**	**12:17p**	**12:25p**
12:19p	**12:27p**	**12:30p**	**12:37**	**12:43**	**12:47**	**12:55**
–	–	–	**1:07**	**1:13**	**1:17**	**1:25**
1:19	**1:27**	**1:30**	**1:37**	**1:43**	**1:47**	**1:55**
–	–	–	**2:07**	**2:13**	**2:17**	**2:26**
2:18	**2:27**	**2:30**	**2:37**	**2:43**	**2:47**	**2:56**
–	–	–	**3:07**	**3:13**	**3:17**	**3:26**
3:19	**3:28**	**3:31**	**3:38**	**3:44**	**3:48**	**3:57**
–	–	–	**4:08**	**4:14**	**4:18**	**4:27**
4:19	**4:28**	**4:31**	**4:38**	**4:44**	**4:48**	**4:57**
–	–	–	**5:08**	**5:14**	**5:18**	**5:26**
5:20	**5:28**	**5:31**	**5:38**	**5:44**	**5:48**	**5:56**
–	–	–	**6:07**	**6:13**	**6:17**	**6:25**
6:19	**6:27**	**6:30**	**6:37**	**6:43**	**6:47**	**6:55**
–	–	–	**7:07**	**7:13**	**7:17**	**7:25**
–	–	–	**7:38**	**7:44**	**7:48**	**7:56**
–	–	–	**8:23**	**8:29**	**8:33**	**8:41**
–	–	–	**9:24**	**9:30**	**9:34**	**9:42**
–	–	–	**10:24**	**10:30**	**10:34**	**10:42**

Route 705 – Saturday / *sábado*

E St. Transit Center ➡ Westfield Plaza Bonita

(A) E St. Transit Center **DEPART**	(B) E St. & 3rd Av. (Downtown Chula Vista)	(C) Bonita Rd. & Bonita Glen Dr.	(D) Westfield Plaza Bonita	(E) Bonita Rd. & Willow St. (Kaiser)	(F) Otay Lakes Rd. & Bonita Rd. (Bonita Centre)	(G) Southwestern College **ARRIVE**
7:41a	7:48a	7:52a	7:58a	–	–	–
8:11	8:18	8:22	8:28	–	–	–
8:41	8:48	8:52	8:58	–	–	–
9:11	9:18	9:22	9:28	–	–	–
9:41	9:48	9:52	9:58	–	–	–
10:11	10:18	10:22	10:28	–	–	–
10:41	10:48	10:52	10:58	–	–	–
11:11	11:18	11:22	11:29	–	–	–
11:41	11:48	11:52	11:59	–	–	–
12:11p	**12:18p**	**12:22p**	**12:29p**	–	–	–
12:41	**12:48**	**12:52**	**12:59**	–	–	–
1:11	**1:18**	**1:22**	**1:29**	–	–	–
1:41	**1:48**	**1:52**	**1:59**	–	–	–
2:11	**2:18**	**2:22**	**2:29**	–	–	–
2:41	**2:48**	**2:52**	**2:59**	–	–	–
3:11	**3:18**	**3:22**	**3:29**	–	–	–
3:41	**3:48**	**3:52**	**3:59**	–	–	–
4:11	**4:18**	**4:22**	**4:29**	–	–	–
4:41	**4:48**	**4:52**	**4:59**	–	–	–
5:11	**5:18**	**5:22**	**5:29**	–	–	–
5:41	**5:48**	**5:52**	**5:59**	–	–	–
6:11	**6:18**	**6:22**	**6:29**	–	–	–
6:41	**6:48**	**6:52**	**6:59**	–	–	–
7:11	**7:17**	**7:21**	**7:27**	–	–	–

Westfield Plaza Bonita ➡ E St. Transit Center

(G) Southwestern College **DEPART**	(F) Bonita Rd. & Otay Lakes Rd.	(E) Bonita Rd. & Willow St. (Kaiser)	(D) Westfield Plaza Bonita	(C) Bonita Rd. & Bonita Glen Dr.	(B) E St. & 3rd Av. (Downtown Chula Vista)	(A) E St. Transit Center **ARRIVE**
–	–	–	8:00a	8:06a	8:09a	8:17a
–	–	–	8:30	8:36	8:39	8:47
–	–	–	9:00	9:06	9:09	9:17
–	–	–	9:30	9:36	9:39	9:47
–	–	–	10:00	10:06	10:09	10:17
–	–	–	10:30	10:36	10:39	10:47
–	–	–	11:00	11:06	11:09	11:17
–	–	–	11:31	11:37	11:40	11:48
–	–	–	**12:01p**	**12:07p**	**12:10p**	**12:18p**
–	–	–	**12:31**	**12:37**	**12:40**	**12:48**
–	–	–	**1:01**	**1:07**	**1:10**	**1:18**
–	–	–	**1:31**	**1:37**	**1:40**	**1:48**
–	–	–	**2:01**	**2:07**	**2:10**	**2:19**
–	–	–	**2:31**	**2:37**	**2:40**	**2:49**
–	–	–	**3:01**	**3:07**	**3:10**	**3:19**
–	–	–	**3:31**	**3:37**	**3:40**	**3:49**
–	–	–	**4:01**	**4:07**	**4:10**	**4:19**
–	–	–	**4:31**	**4:37**	**4:40**	**4:49**
–	–	–	**5:01**	**5:07**	**5:10**	**5:18**
–	–	–	**5:31**	**5:37**	**5:40**	**5:48**
–	–	–	**6:01**	**6:07**	**6:10**	**6:18**
–	–	–	**6:31**	**6:37**	**6:40**	**6:48**
–	–	–	**7:01**	**7:07**	**7:10**	**7:18**
–	–	–	**7:29**	**7:35**	**7:38**	**7:46**

Route 705 – Sunday / *domingo*

Route 705 does not operate on Sunday. Alternative Sunday service may include Routes 929 or 961. / *Ruta 705 no opera los domingos. Servicio alternativo de domingo puede incluir las rutas 929 o 961.*

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	**Adult** *Adulto*	**Senior/Disabled/ Medicare/Youth*** *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	**$2.50**	**$1.25**
EARNED DAY PASS *Pase del Día Ganado*	**$6.00**	**$3.00**
MONTH PASS *Pase mensual*	**$72.00**	**$23.00**

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005 or/ó (888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a ***sdmts.com.***

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 4, 2022

707

Southwestern College – Otay Ranch Town Center
via East H St. / Eastlake Pkwy

709

H St. Transit Center Eastlake
via Southwestern College

DESTINATIONS

- Bonita Vista High School
- Eastlake High School (707)
- Eastlake Village Center (707)
- Hilltop High School (709)
- Otay Ranch Town Center
- Scripps Hospital (709)
- Southwestern College

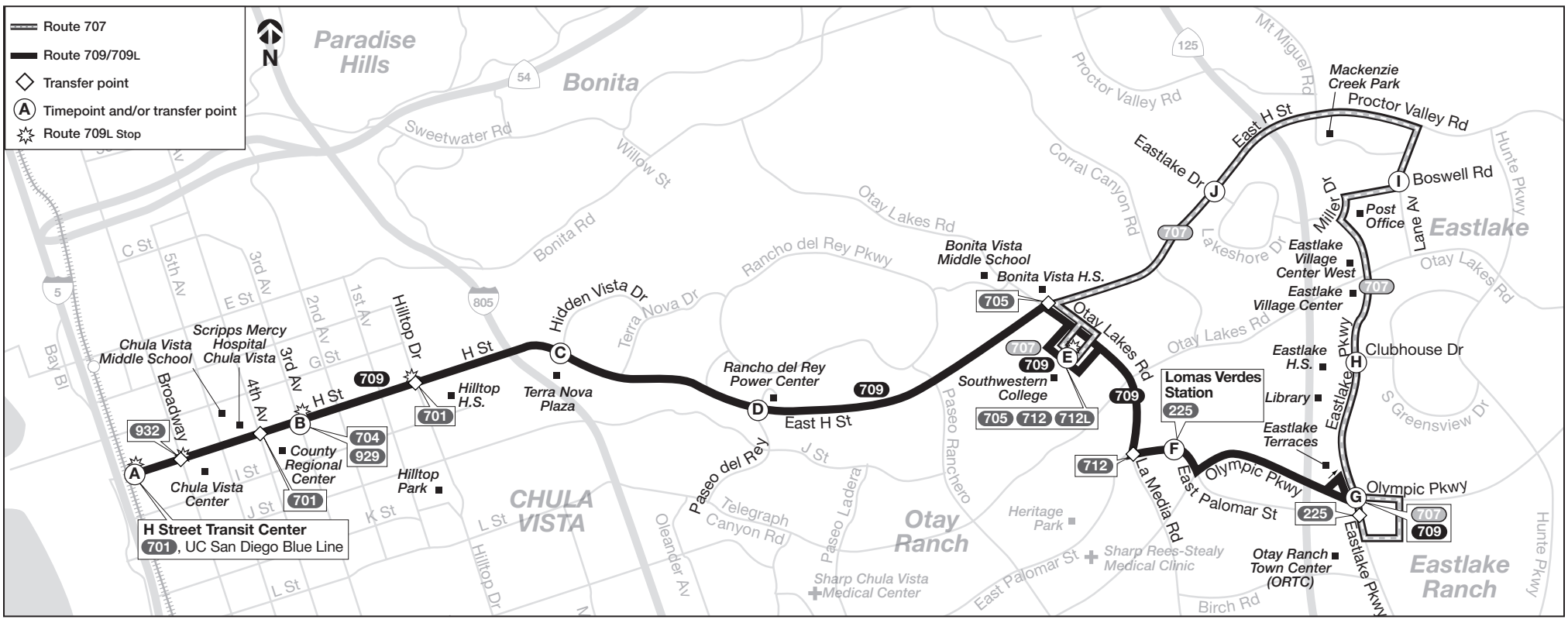
TROLLEY CONNECTIONS

- H St.

09/22

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



Route 707 – Monday through Friday / *lunes a viernes*

Otay Ranch Town Center ➡ Southwestern College

G Eastlake Pkwy. & Olympic Pkwy. (ORTC) **DEPART**	H Eastlake Pkwy. & Clubhouse Dr.	I Boswell Rd. & Lane Av.	J East H St. & Eastlake Dr.	E Southwestern College **ARRIVE**
5:49a	5:54a	6:00a	6:06a	6:14a
6:35	6:40	6:46	6:52	7:00
7:07	7:12	7:18	7:24	7:32
7:37	7:42	7:48	7:54	8:02
8:07	8:12	8:18	8:24	8:32
8:37	8:42	8:48	8:54	9:02
9:10	9:15	9:21	9:27	9:35
9:48	9:53	9:59	10:05	10:13
10:48	10:53	10:59	11:05	11:13
11:48	11:53	11:59	**12:05p**	**12:13p**
12:48p	**12:53p**	**12:59p**	**1:05**	**1:13**
1:38	**1:44**	**1:50**	**1:56**	**2:05**
2:08	**2:14**	**2:20**	**2:26**	**2:35**
2:37	**2:43**	**2:49**	**2:55**	**3:04**
3:03	**3:09**	**3:15**	**3:21**	**3:30**
3:29	**3:35**	**3:41**	**3:47**	**3:56**
3:59	**4:05**	**4:11**	**4:17**	**4:26**
4:29	**4:35**	**4:41**	**4:47**	**4:56**
5:02	**5:08**	**5:14**	**5:20**	**5:29**
5:32	**5:38**	**5:44**	**5:50**	**5:59**
6:27	**6:33**	**6:39**	**6:45**	**6:54**
7:15	**7:30**	**7:26**	**7:32**	**7:40**

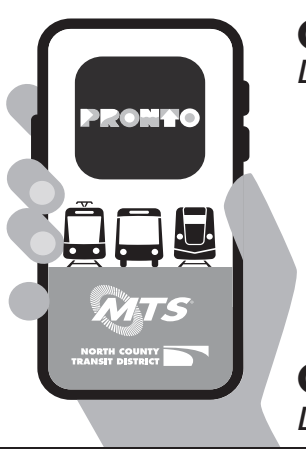
Southwestern College ➡ Otay Ranch Town Center

E Southwestern College **DEPART**	J East H St. & Eastlake Dr.	I Boswell Rd. & Lane Av.	H Eastlake Pkwy. & Clubhouse Dr.	G Eastlake Pkwy. & Olympic Pkwy. (ORTC) **ARRIVE**
6:31a	6:36a	6:43a	6:50a	6:56a
7:02	7:07	7:14	7:21	7:27
7:32	7:37	7:44	7:51	7:57
8:02	8:07	8:14	8:21	8:27
8:32	8:37	8:44	8:51	8:57
9:04	9:09	9:16	9:23	9:29
9:41	9:46	9:53	10:00	10:06
10:17	10:22	10:29	10:36	10:42
11:17	11:22	11:29	11:36	11:42
12:17p	**12:22p**	**12:29p**	**12:36p**	**12:42p**
1:20	**1:25**	**1:32**	**1:39**	**1:45**
2:20	**2:25**	**2:32**	**2:39**	**2:45**
2:50	**2:55**	**3:02**	**3:09**	**3:15**
3:20	**3:25**	**3:32**	**3:39**	**3:45**
3:49	**3:54**	**4:01**	**4:08**	**4:14**
4:19	**4:24**	**4:31**	**4:38**	**4:44**
4:51	**4:56**	**5:03**	**5:10**	**5:16**
5:51	**5:56**	**6:03**	**6:10**	**6:16**
6:47	**6:52**	**6:59**	**7:05**	**7:10**
7:23	**7:28**	**7:35**	**7:41**	**7:46**

Route 707 does not operate on weekends or on the following holidays and observed holidays
La ruta 707 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados
>>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

PRONTO

Always get the best fare!
¡Obtén siempre la mejor tarifa!



Get the Card.
Descarga la tarjeta.

Trolley ticket machines (cash, credit or debit)
Máquinas expendedoras de boletos (efectivo, tarjeta de crédito o debito)

Retail outlets
Establecimientos comerciales

Transit Store: 12th & Imperial Transit Center
Tienda Transit Store: Centro de Transporte 12th & Imperial



Get the app.
Descarga la aplicación.

Download on the App Store
GET IT ON Google Play

RidePRONTO.com **619-595-5636**

Route 709 – Monday through Friday / *lunes a viernes*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
5:49a	5:55a	6:00a	6:03a	6:11a	6:15a	6:23a
6:04	6:10	6:15	6:18	6:26	6:30	6:38
6:19	6:26	6:31	6:34	6:43	6:48	6:56
6:34	6:41	6:46	6:49	6:58	7:03	7:11
6:49	6:56	7:01	7:04	7:13	7:18	7:26
7:04	7:11	7:17	7:20	7:29	7:35	7:44
7:19	7:26	7:32	7:35	7:44	7:50	7:59
7:34	7:41	7:47	7:50	7:59	8:05	8:14
7:49	7:56	8:02	8:05	8:14	8:20	8:29
8:04	8:11	8:17	8:20	8:29	8:35	8:44
8:19	8:26	8:32	8:35	8:44	8:50	8:59
8:34	8:41	8:47	8:50	8:59	9:05	9:14
8:49	8:56	9:02	9:05	9:14	9:20	9:29
9:04	9:11	9:17	9:20	9:29	9:35	9:44
9:19	9:26	9:32	9:35	9:44	9:50	9:59
9:34	9:41	9:47	9:50	9:59	10:05	10:14
9:49	9:56	10:02	10:05	10:14	10:20	10:29
10:05	10:12	10:18	10:21	10:30	10:36	10:45
10:20	10:27	10:33	10:36	10:45	10:51	11:00
10:35	10:42	10:48	10:51	11:00	11:06	11:15
10:50	10:57	11:03	11:06	11:15	11:21	11:30
11:05	11:12	11:18	11:21	11:30	11:36	11:45
11:20	11:27	11:33	11:36	11:45	11:51	**12:00p**
11:35	11:42	11:48	11:51	**12:00p**	**12:06p**	**12:15**
11:50	11:57	**12:03p**	**12:06p**	**12:15**	**12:21**	**12:30**
12:05p	**12:12p**	**12:19**	**12:22**	**12:31**	**12:37**	**12:47**
12:20	**12:27**	**12:34**	**12:37**	**12:46**	**12:52**	**1:02**
12:35	**12:42**	**12:49**	**12:52**	**1:01**	**1:07**	**1:17**
12:50	**12:57**	**1:04**	**1:07**	**1:16**	**1:22**	**1:32**
1:05	**1:12**	**1:19**	**1:22**	**1:31**	**1:37**	**1:47**
1:20	**1:27**	**1:34**	**1:37**	**1:46**	**1:52**	**2:02**
1:34	**1:41**	**1:48**	**1:51**	**2:00**	**2:06**	**2:16**
1:49	**1:56**	**2:03**	**2:06**	**2:15**	**2:21**	**2:31**
2:04	**2:11**	**2:18**	**2:21**	**2:30**	**2:36**	**2:46**
2:19	**2:26**	**2:33**	**2:36**	**2:45**	**2:51**	**3:01**
2:34	**2:41**	**2:48**	**2:51**	**3:00**	**3:06**	**3:16**
2:49	**2:57**	**3:05**	**3:08**	**3:17**	**3:23**	**3:33**
3:03	**3:11**	**3:19**	**3:22**	**3:31**	**3:37**	**3:47**
3:16	**3:24**	**3:32**	**3:35**	**3:44**	**3:50**	**4:00**
3:31	**3:39**	**3:47**	**3:50**	**3:59**	**4:05**	**4:15**
3:46	**3:54**	**4:02**	**4:05**	**4:14**	**4:20**	**4:30**
4:01	**4:09**	**4:17**	**4:20**	**4:29**	**4:35**	**4:45**
4:16	**4:24**	**4:32**	**4:35**	**4:44**	**4:50**	**5:00**
4:31	**4:39**	**4:47**	**4:50**	**4:59**	**5:05**	**5:15**
4:46	**4:54**	**5:02**	**5:05**	**5:14**	**5:20**	**5:30**
5:00	**5:08**	**5:16**	**5:19**	**5:28**	**5:34**	**5:44**
5:13	**5:20**	**5:27**	**5:30**	**5:39**	**5:45**	**5:55**
5:28	**5:35**	**5:42**	**5:45**	**5:54**	**6:00**	**6:10**
5:43	**5:50**	**5:57**	**6:00**	**6:09**	**6:15**	**6:25**
5:58	**6:05**	**6:12**	**6:15**	**6:24**	**6:30**	**6:40**
6:13	**6:20**	**6:27**	**6:30**	**6:39**	**6:44**	**6:53**
6:29	**6:36**	**6:43**	**6:46**	**6:55**	**7:00**	**7:09**
6:52	**6:59**	**7:06**	**7:09**	**7:18**	**7:23**	**7:32**
7:27	**7:34**	**7:40**	**7:43**	**7:51**	**7:56**	**8:05**
7:57	**8:04**	**8:09**	**8:12**	**8:20**	**8:24**	**8:33**
8:27	**8:34**	**8:39**	**8:42**	**8:50**	**8:54**	**9:03**
8:59	**9:06**	**9:11**	**9:14**	**9:22**	**9:26**	**9:35**
9:29	**9:36**	**9:41**	**9:44**	**9:52**	**9:56**	**10:05**
10:29	**10:35**	**10:40**	**10:43**	**10:51**	**10:55**	**11:03**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
4:52a	4:56a	5:02a	5:10a	5:13a	5:18a	5:24a
5:22	5:26	5:32	5:40	5:43	5:48	5:54
5:52	5:56	6:02	6:11	6:14	6:19	6:26
6:09	6:13	6:19	6:28	6:31	6:36	6:43
6:23	6:28	6:34	6:43	6:46	6:51	6:59
6:38	6:43	6:49	6:58	7:01	7:07	7:16
6:53	6:58	7:05	7:15	7:18	7:24	7:33
7:08	7:13	7:20	7:30	7:33	7:39	7:48
7:25	7:30	7:37	7:47	7:50	7:56	8:05
7:40	7:45	7:52	8:02	8:05	8:11	8:20
7:55	8:00	8:07	8:17	8:20	8:26	8:35
8:10	8:15	8:22	8:32	8:35	8:41	8:50
8:25	8:30	8:37	8:47	8:50	8:56	9:05
8:40	8:45	8:52	9:02	9:05	9:11	9:20
8:55	9:00	9:07	9:17	9:20	9:26	9:35
9:10	9:15	9:22	9:32	9:35	9:41	9:50
9:25	9:30	9:37	9:47	9:50	9:56	10:05
9:40	9:45	9:52	10:02	10:05	10:11	10:20
9:55	10:00	10:07	10:17	10:20	10:26	10:35
10:10	10:15	10:22	10:32	10:35	10:41	10:50
10:25	10:30	10:37	10:47	10:50	10:56	11:05
10:40	10:45	10:52	11:02	11:05	11:11	11:20
10:55	11:00	11:07	11:17	11:20	11:26	11:35
11:10	11:15	11:22	11:32	11:35	11:41	11:50
11:25	11:30	11:37	11:47	11:50	11:56	**12:05p**
11:40	11:45	11:52	**12:02p**	**12:05p**	**12:11p**	**12:20**
11:55	**12:00p**	**12:07p**	**12:17**	**12:20**	**12:26**	**12:35**
12:10p	**12:15**	**12:22**	**12:32**	**12:35**	**12:41**	**12:50**
12:25	**12:30**	**12:37**	**12:47**	**12:50**	**12:56**	**1:05**
12:40	**12:45**	**12:52**	**1:02**	**1:05**	**1:11**	**1:20**
12:57	**1:02**	**1:09**	**1:19**	**1:22**	**1:28**	**1:37**
1:12	**1:17**	**1:24**	**1:34**	**1:37**	**1:43**	**1:53**
1:27	**1:32**	**1:39**	**1:49**	**1:52**	**1:58**	**2:08**
1:42	**1:47**	**1:54**	**2:04**	**2:07**	**2:13**	**2:23**
1:57	**2:02**	**2:09**	**2:19**	**2:22**	**2:28**	**2:38**
2:12	**2:17**	**2:24**	**2:34**	**2:37**	**2:43**	**2:53**
2:26	**2:31**	**2:38**	**2:49**	**2:52**	**2:58**	**3:08**
2:41	**2:46**	**2:53**	**3:04**	**3:07**	**3:13**	**3:23**
2:56	**3:01**	**3:08**	**3:19**	**3:22**	**3:28**	**3:38**
3:11	**3:16**	**3:23**	**3:34**	**3:37**	**3:43**	**3:53**
3:26	**3:31**	**3:38**	**3:49**	**3:52**	**3:58**	**4:08**
3:41	**3:46**	**3:53**	**4:04**	**4:07**	**4:13**	**4:23**
3:56	**4:01**	**4:08**	**4:19**	**4:22**	**4:28**	**4:38**
4:09	**4:14**	**4:21**	**4:32**	**4:35**	**4:41**	**4:51**
4:24	**4:29**	**4:36**	**4:47**	**4:50**	**4:56**	**5:06**
4:38	**4:43**	**4:50**	**5:01**	**5:04**	**5:10**	**5:20**
4:53	**4:58**	**5:05**	**5:16**	**5:19**	**5:25**	**5:35**
5:08	**5:13**	**5:20**	**5:31**	**5:34**	**5:40**	**5:50**
5:23	**5:28**	**5:35**	**5:46**	**5:49**	**5:55**	**6:05**
5:42	**5:47**	**5:54**	**6:04**	**6:07**	**6:12**	**6:21**
5:59	**6:04**	**6:11**	**6:21**	**6:24**	**6:29**	**6:38**
6:14	**6:19**	**6:26**	**6:36**	**6:39**	**6:44**	**6:53**
6:29	**6:34**	**6:41**	**6:51**	**6:54**	**6:59**	**7:08**
6:48	**6:52**	**6:58**	**7:08**	**7:11**	**7:16**	**7:24**
7:03	**7:07**	**7:13**	**7:22**	**7:25**	**7:30**	**7:37**
7:33	**7:37**	**7:43**	**7:52**	**7:55**	**8:00**	**8:07**
8:12	**8:16**	**8:22**	**8:30**	**8:33**	**8:38**	**8:44**
8:41	**8:45**	**8:51**	**8:59**	**9:02**	**9:07**	**9:13**
9:11	**9:15**	**9:21**	**9:29**	**9:32**	**9:37**	**9:43**
10:13	**10:17**	**10:23**	**10:31**	**10:34**	**10:39**	**10:45**

Peak-hour, limited stop trips (709L) are temporarily suspended due to a shortage of drivers. MTS may insert additional peak-hour trips as warranted by demand and personnel levels allow. MTS service between the UC San Diego Blue Line and Southwestern College remains available on regular Route 709 and 712 trips. / *Los viajes en horas pico con paradas limitadas (709L) se suspenden temporalmente debido a la escasez de conductores. MTS puede agregar viajes adicionales en horas pico según la demanda y los niveles de personal lo permitan. El servicio MTS entre la Línea Azul de UC San Diego y Southwestern College permanece disponible en los viajes regulares de las Rutas 709 y 712.*

Route 709 – Saturday / *sábado*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
6:29a	6:35a	6:40a	6:43a	6:51a	6:55a	7:02a
7:28	7:34	7:40	7:43	7:51	7:56	8:04
7:58	8:04	8:10	8:13	8:21	8:26	8:34
8:30	8:36	8:42	8:45	8:53	8:58	9:06
9:07	9:13	9:19	9:22	9:30	9:35	9:43
9:42	9:48	9:54	9:57	10:05	10:10	10:18
10:12	10:19	10:25	10:28	10:36	10:41	10:50
10:42	10:49	10:55	10:58	11:06	11:11	11:20
11:11	11:18	11:24	11:27	11:35	11:40	11:49
11:41	11:48	11:54	11:57	**12:05p**	**12:10p**	**12:19p**
12:11p	**12:18p**	**12:24p**	**12:27p**	**12:35**	**12:40**	**12:49**
12:41	**12:48**	**12:54**	**12:57**	**1:05**	**1:10**	**1:19**
1:11	**1:18**	**1:24**	**1:27**	**1:35**	**1:40**	**1:49**
1:41	**1:48**	**1:54**	**1:57**	**2:05**	**2:10**	**2:19**
2:11	**2:18**	**2:24**	**2:27**	**2:35**	**2:40**	**2:49**
2:41	**2:48**	**2:54**	**2:57**	**3:05**	**3:10**	**3:19**
3:11	**3:18**	**3:24**	**3:27**	**3:35**	**3:40**	**3:49**
3:41	**3:48**	**3:54**	**3:57**	**4:05**	**4:10**	**4:19**
4:11	**4:18**	**4:24**	**4:27**	**4:35**	**4:40**	**4:49**
4:41	**4:48**	**4:54**	**4:57**	**5:05**	**5:10**	**5:19**
5:12	**5:19**	**5:25**	**5:28**	**5:36**	**5:41**	**5:50**
5:42	**5:48**	**5:54**	**5:57**	**6:05**	**6:09**	**6:18**
6:12	**6:18**	**6:24**	**6:27**	**6:35**	**6:39**	**6:48**
6:43	**6:49**	**6:55**	**6:58**	**7:06**	**7:10**	**7:19**
7:13	**7:19**	**7:25**	**7:28**	**7:36**	**7:40**	**7:49**
7:43	**7:49**	**7:54**	**7:57**	**8:05**	**8:09**	**8:17**
8:13	**8:19**	**8:24**	**8:27**	**8:35**	**8:39**	**8:47**
8:59	**9:05**	**9:10**	**9:13**	**9:21**	**9:25**	**9:33**
9:59	**10:05**	**10:10**	**10:13**	**10:21**	**10:25**	**10:33**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
5:43a	5:47a	5:53a	6:01a	6:04a	6:09a	6:15a
6:43	6:47	6:53	7:01	7:04	7:09	7:15
7:13	7:17	7:23	7:31	7:34	7:39	7:45
7:43	7:47	7:53	8:01	8:04	8:09	8:15
8:13	8:17	8:23	8:32	8:35	8:40	8:47
8:43	8:47	8:53	9:02	9:05	9:10	9:17
9:12	9:16	9:22	9:31	9:34	9:39	9:47
9:51	9:55	10:01	10:10	10:13	10:18	10:26
10:27	10:31	10:37	10:46	10:49	10:54	11:02
10:58	11:02	11:08	11:17	11:20	11:25	11:33
11:28	11:32	11:38	11:47	11:50	11:55	**12:03p**
11:55	**12:00p**	**12:06p**	**12:15p**	**12:18p**	**12:24p**	**12:33**
12:25p	**12:30**	**12:36**	**12:45**	**12:48**	**12:54**	**1:03**
12:55	**1:00**	**1:06**	**1:15**	**1:18**	**1:24**	**1:33**
1:25	**1:30**	**1:36**	**1:45**	**1:48**	**1:54**	**2:03**
1:55	**2:00**	**2:06**	**2:15**	**2:18**	**2:24**	**2:33**
2:25	**2:30**	**2:36**	**2:45**	**2:48**	**2:54**	**3:03**
2:55	**3:00**	**3:06**	**3:15**	**3:18**	**3:24**	**3:33**
3:25	**3:30**	**3:36**	**3:45**	**3:48**	**3:54**	**4:03**
3:55	**4:00**	**4:06**	**4:15**	**4:18**	**4:24**	**4:33**
4:25	**4:30**	**4:36**	**4:45**	**4:48**	**4:54**	**5:03**
4:55	**5:00**	**5:06**	**5:15**	**5:18**	**5:24**	**5:33**
5:25	**5:30**	**5:36**	**5:45**	**5:48**	**5:54**	**6:03**
5:56	**6:00**	**6:06**	**6:15**	**6:18**	**6:23**	**6:32**
6:26	**6:30**	**6:36**	**6:45**	**6:48**	**6:53**	**7:02**
6:57	**7:01**	**7:07**	**7:16**	**7:19**	**7:24**	**7:32**
7:28	**7:32**	**7:38**	**7:46**	**7:49**	**7:54**	**8:01**
7:58	**8:02**	**8:08**	**8:16**	**8:19**	**8:24**	**8:31**
8:27	**8:31**	**8:37**	**8:45**	**8:48**	**8:53**	**8:59**
8:57	**9:01**	**9:07**	**9:15**	**9:18**	**9:23**	**9:29**
9:43	**9:47**	**9:53**	**10:01**	**10:04**	**10:09**	**10:15**

Route 709 – Sunday / *domingo*

H Street Transit Center ➡ Southwestern College ➡ Eastlake

Ⓐ H St. Transit Center **DEPART**	Ⓑ H St. & 3rd Av.	Ⓒ East H St. & Hidden Vista Dr.	Ⓓ East H St. & Paseo del Rey	Ⓔ Southwestern College	Ⓕ Lomas Verdes Station	Ⓖ Olympic Pkwy. & Eastlake Pkwy. **ARRIVE**
6:58a	7:04a	7:09a	7:12a	7:20a	7:24a	7:31a
7:58	8:04	8:10	8:13	8:21	8:26	8:34
8:58	9:04	9:10	9:13	9:21	9:26	9:34
9:57	10:04	10:10	10:13	10:21	10:26	10:35
10:56	11:03	11:09	11:12	11:20	11:25	11:34
11:56	**12:03p**	**12:09p**	**12:12p**	**12:20p**	**12:25p**	**12:34p**
12:56p	**1:03**	**1:09**	**1:12**	**1:20**	**1:25**	**1:34**
1:56	**2:03**	**2:09**	**2:12**	**2:20**	**2:25**	**2:34**
2:56	**3:03**	**3:09**	**3:12**	**3:20**	**3:25**	**3:34**
3:56	**4:03**	**4:09**	**4:12**	**4:20**	**4:25**	**4:34**
4:57	**5:04**	**5:10**	**5:13**	**5:21**	**5:26**	**5:35**
5:57	**6:03**	**6:09**	**6:12**	**6:20**	**6:24**	**6:33**
6:58	**7:04**	**7:10**	**7:13**	**7:21**	**7:25**	**7:34**
7:58	**8:04**	**8:09**	**8:12**	**8:20**	**8:24**	**8:32**

Eastlake ➡ Southwestern College ➡ H Street Transit Center

Ⓖ Olympic Pkwy. & Eastlake Pkwy **DEPART**	Ⓕ Lomas Verdes Station	Ⓔ Southwestern College	Ⓓ East H St. & Paseo del Rey	Ⓒ East H St. & Hidden Vista Dr.	Ⓑ H St. & 3rd Av.	Ⓐ H St. Transit Center **ARRIVE**
6:43a	6:47a	6:53a	7:01a	7:04a	7:09a	7:15a
7:43	7:47	7:53	8:01	8:04	8:09	8:15
8:43	8:47	8:53	9:02	9:05	9:10	9:17
9:41	9:45	9:51	10:00	10:03	10:08	10:16
10:42	10:46	10:52	11:01	11:04	11:09	11:17
11:40	11:45	11:51	**12:00p**	**12:03p**	**12:09p**	**12:18p**
12:40p	**12:45p**	**12:51p**	**1:00**	**1:03**	**1:09**	**1:18**
1:40	**1:45**	**1:51**	**2:00**	**2:03**	**2:09**	**2:18**
2:40	**2:45**	**2:51**	**3:00**	**3:03**	**3:09**	**3:18**
3:40	**3:45**	**3:51**	**4:00**	**4:03**	**4:09**	**4:18**
4:40	**4:45**	**4:51**	**5:00**	**5:03**	**5:09**	**5:18**
5:41	**5:45**	**5:51**	**6:00**	**6:03**	**6:08**	**6:17**
6:41	**6:45**	**6:51**	**7:00**	**7:03**	**7:08**	**7:16**
7:43	**7:47**	**7:53**	**8:01**	**8:04**	**8:09**	**8:16**

A Saturday/Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado/domingo durante los siguientes días festivos y feriados observados

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Exact fare, please *Favor de pagar la cantidad exacta*

Fares *Tarifas*	**Adult** *Adulto*	**Senior/Disabled/ Medicare/Youth*** *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	**$2.50**	**$1.25**
EARNED DAY PASS *Pase del Día Ganado*	**$6.00**	**$3.00**
MONTH PASS *Pase mensual*	**$72.00**	**$23.00**

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride. *Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- **One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.** *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- **Day Passes not sold in advance. Earned with PRONTO.** *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- **A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.** *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959. Youth Eligibility: Ages 6-18
Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / *Para más información, visite:* **sdmts.com/fares**

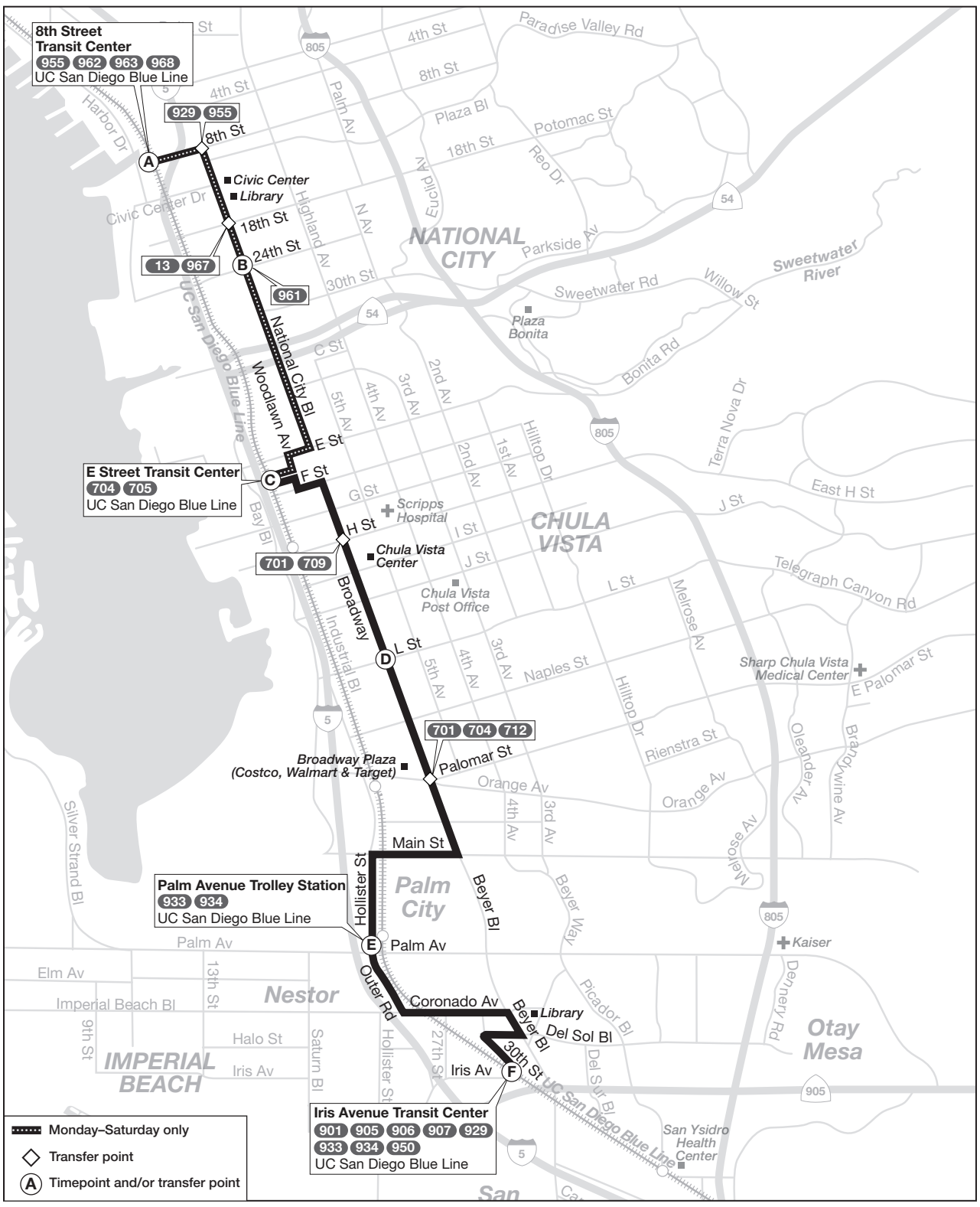
DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005 or/ó (888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com.**

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a ***sdmts.com.***

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***



Effective SEPTEMBER 4, 2022

932

8th St. Transit Center – Iris Avenue Transit Center

via National City Boulevard / Broadway

DESTINATIONS
- Broadway Plaza
- Chula Vista Center
- National City Civic Center

TROLLEY CONNECTIONS
- 8th St.
- E St.
- Iris Avenue
- Palm Avenue

09/22

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Alternative formats available upon request.
Please call: (619) 557-4555
Formato alternativo disponible al preguntar.
Favor de llamar: (619) 557-4555

PRONTO

Always get the best fare!

¡Obtén siempre la mejor tarifa!



Get the Card.
Descarga la tarjeta.

Trolley ticket machines (cash, credit or debit)
Máquinas expendedoras de boletos (efectivo, tarjeta de crédito o debito)

Retail outlets
Establecimientos comerciales

Transit Store: 12th & Imperial Transit Center
Tienda Transit Store: Centro de Transporte 12th & Imperial

Get the app.
Descarga la aplicación.

Download on the App Store
GET IT ON Google Play



619-595-5636
RidePRONTO.com

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Route 932 – Sunday / *domingo*

Otay/Nestor ➡ Chula Vista

(F) Iris Avenue Transit Center **DEPART**	(E) Palm Avenue Trolley Station	(D) Broadway & L St.	(C) E Street Transit Center	(B) National City Bl. & 24th St.	(A) 8th Street Transit Center **ARRIVE**
5:44a	5:52a	6:01a	6:10a	—	—
6:44	6:52	7:02	7:11	—	—
7:44	7:53	8:05	8:15	—	—
8:44	8:53	9:06	9:17	—	—
9:44	9:53	10:06	10:17	—	—
10:44	10:53	11:07	11:19	—	—
11:14	11:23	11:37	11:49	—	—
11:44	11:53	**12:07p**	**12:19p**	—	—
12:14p	**12:23p**	**12:37**	**12:49**	—	—
12:43	**12:53**	**1:08**	**1:20**	—	—
1:13	**1:23**	**1:38**	**1:50**	—	—
1:43	**1:53**	**2:08**	**2:20**	—	—
2:13	**2:23**	**2:38**	**2:50**	—	—
2:43	**2:53**	**3:08**	**3:20**	—	—
3:13	**3:23**	**3:38**	**3:50**	—	—
3:43	**3:53**	**4:08**	**4:20**	—	—
4:13	**4:23**	**4:38**	**4:50**	—	—
4:43	**4:53**	**5:08**	**5:20**	—	—
5:14	**5:24**	**5:38**	**5:50**	—	—
6:14	**6:23**	**6:36**	**6:48**	—	—
7:14	**7:23**	**7:35**	**7:46**	—	—

Chula Vista ➡ Otay/Nestor

(A) 8th Street Transit Center **DEPART**	(B) National City Bl. & 24th St.	(C) E Street Transit Center	(D) Broadway & L St.	(E) Palm Avenue Trolley Station	(F) Iris Avenue Transit Center **ARRIVE**
—	—	6:26a	6:34a	6:44a	6:53a
—	—	7:29	7:38	7:50	7:59
—	—	8:29	8:38	8:50	8:59
—	—	9:23	9:37	9:50	10:00
—	—	10:26	10:37	10:50	11:00
—	—	10:55	11:07	11:21	11:31
—	—	11:30	11:42	11:56	**12:06p**
—	—	11:58	**12:10p**	**12:25p**	**12:35**
—	—	**12:28p**	**12:41**	**12:56**	**1:06**
—	—	**12:58**	**1:11**	**1:26**	**1:36**
—	—	**1:28**	**1:41**	**1:56**	**2:06**
—	—	**1:58**	**2:11**	**2:26**	**2:36**
—	—	**2:28**	**2:41**	**2:56**	**3:06**
—	—	**2:58**	**3:11**	**3:26**	**3:36**
—	—	**3:28**	**3:41**	**3:56**	**4:06**
—	—	**3:58**	**4:11**	**4:26**	**4:36**
—	—	**4:28**	**4:41**	**4:56**	**5:06**
—	—	**4:58**	**5:11**	**5:26**	**5:36**
—	—	**5:59**	**6:11**	**6:26**	**6:36**
—	—	**7:00**	**7:10**	**7:22**	**7:31**
—	—	**7:58**	**8:08**	**8:20**	**8:29**

Route 932 – Monday through Friday / *lunes a viernes*

Otay/Nestor ➡ Chula Vista ➡ National City

Ⓕ Iris Avenue Transit Center **DEPART**	Ⓔ Palm Avenue Trolley Station	Ⓓ Broadway & L St.	Ⓒ E Street Transit Center	Ⓑ National City Bl. & 24th St.	Ⓐ 8th Street Transit Center **ARRIVE**
4:22a	4:31a	4:42a	4:51a	4:58a	5:07a
4:52	5:01	5:12	5:21	5:28	5:37
5:17	5:26	5:37	5:46	5:53	6:02
5:47	5:56	6:07	6:16	6:23	6:32
6:07	6:16	6:27	6:37	6:45	6:54
6:27	6:36	6:47	6:57	7:05	7:14
6:45	6:54	7:06	7:17	7:26	7:35
7:04	7:14	7:27	7:38	7:47	7:56
7:24	7:34	7:47	7:58	8:07	8:16
7:43	7:53	8:06	8:17	8:26	8:35
8:06	8:16	8:29	8:40	8:49	8:58
8:29	8:39	8:52	9:03	9:12	9:21
8:49	8:59	9:12	9:23	9:32	9:41
9:09	9:19	9:32	9:43	9:52	10:01
9:29	9:39	9:52	10:03	10:12	10:21
9:49	9:58	10:12	10:25	10:34	10:43
10:07	10:16	10:30	10:43	10:52	11:01
10:27	10:36	10:50	11:03	11:12	11:21
10:47	10:56	11:10	11:23	11:32	11:41
11:07	11:16	11:30	11:43	11:52	**12:01p**
11:27	11:36	11:50	**12:03p**	**12:12p**	**12:21**
11:47	11:56	**12:10p**	**12:23**	**12:32**	**12:41**
12:07p	**12:16p**	**12:30**	**12:43**	**12:52**	**1:01**
12:27	**12:36**	**12:50**	**1:03**	**1:13**	**1:22**
12:47	**12:57**	**1:12**	**1:25**	**1:35**	**1:44**
1:10	**1:20**	**1:35**	**1:48**	**1:58**	**2:07**
1:30	**1:40**	**1:55**	**2:08**	**2:18**	**2:27**
1:50	**2:00**	**2:15**	**2:28**	**2:38**	**2:47**
2:10	**2:20**	**2:36**	**2:50**	**3:00**	**3:09**
2:30	**2:40**	**2:56**	**3:10**	**3:20**	**3:29**
2:50	**3:00**	**3:16**	**3:30**	**3:40**	**3:49**
3:10	**3:20**	**3:36**	**3:50**	**4:00**	**4:09**
3:30	**3:40**	**3:56**	**4:10**	**4:20**	**4:29**
3:50	**4:00**	**4:16**	**4:30**	**4:40**	**4:49**
4:10	**4:20**	**4:36**	**4:50**	**5:00**	**5:09**
4:30	**4:40**	**4:56**	**5:10**	**5:20**	**5:29**
4:50	**5:00**	**5:16**	**5:30**	**5:40**	**5:49**
5:10	**5:20**	**5:36**	**5:50**	**6:00**	**6:09**
5:30	**5:40**	**5:55**	**6:08**	**6:18**	**6:27**
5:50	**6:00**	**6:15**	**6:28**	**6:38**	**6:47**
6:10	**6:19**	**6:33**	**6:45**	**6:55**	**7:04**
6:30	**6:39**	**6:52**	**7:04**	**7:13**	**7:22**
6:47	**6:56**	**7:09**	**7:21**	**7:30**	**7:39**
7:07	**7:16**	**7:28**	**7:40**	**7:48**	**7:57**
7:38	**7:47**	**7:59**	**8:10**	**8:18**	**8:26**
8:08	**8:17**	**8:29**	**8:40**	**8:48**	**8:56**
8:42	**8:51**	**9:02**	**9:12**	**9:20**	**9:28**
9:44	**9:53**	**10:03**	**10:13**	**10:20**	**10:28**
10:44	**10:52**	**11:01**	**11:10**	**11:17**	**11:25**
11:44	**11:52**	12:01a	12:10a	12:17a	12:25a

National City ➡ Chula Vista ➡ Otay/Nestor

Ⓐ 8th Street Transit Center **DEPART**	Ⓑ National City Bl. & 24th St.	Ⓒ E Street Transit Center	Ⓓ Broadway & L St.	Ⓔ Palm Avenue Trolley Station	Ⓕ Iris Avenue Transit Center **ARRIVE**
5:13a	5:19a	5:28a	5:36a	5:46a	5:55a
5:43	5:50	6:00	6:08	6:18	6:27
6:08	6:15	6:25	6:33	6:43	6:52
6:26	6:33	6:43	6:51	7:01	7:10
6:46	6:53	7:03	7:12	7:23	7:33
7:06	7:14	7:24	7:34	7:46	7:56
7:26	7:34	7:44	7:54	8:06	8:16
7:47	7:55	8:05	8:15	8:27	8:37
8:07	8:15	8:25	8:35	8:47	8:57
8:27	8:35	8:45	8:55	9:07	9:17
8:45	8:53	9:03	9:14	9:28	9:38
9:03	9:11	9:21	9:32	9:46	9:56
9:21	9:29	9:39	9:50	10:04	10:14
9:39	9:47	9:57	10:08	10:22	10:32
9:59	10:07	10:17	10:28	10:42	10:52
10:19	10:27	10:37	10:48	11:02	11:12
10:39	10:47	10:57	11:08	11:22	11:32
10:57	11:05	11:15	11:27	11:42	11:52
11:17	11:25	11:35	11:47	**12:02p**	**12:12p**
11:37	11:45	11:55	**12:07p**	**12:22**	**12:32**
11:56	**12:05p**	**12:16p**	**12:29**	**12:45**	**12:55**
12:16p	**12:25**	**12:36**	**12:49**	**1:05**	**1:15**
12:36	**12:45**	**12:56**	**1:09**	**1:25**	**1:35**
12:56	**1:05**	**1:16**	**1:29**	**1:45**	**1:55**
1:16	**1:25**	**1:36**	**1:49**	**2:05**	**2:15**
1:37	**1:46**	**1:57**	**2:10**	**2:26**	**2:36**
1:58	**2:07**	**2:18**	**2:31**	**2:47**	**2:57**
2:19	**2:28**	**2:39**	**2:52**	**3:08**	**3:18**
2:39	**2:48**	**2:59**	**3:12**	**3:28**	**3:38**
2:59	**3:08**	**3:19**	**3:32**	**3:48**	**3:58**
3:20	**3:29**	**3:40**	**3:53**	**4:09**	**4:19**
3:40	**3:49**	**4:00**	**4:13**	**4:29**	**4:39**
4:00	**4:09**	**4:20**	**4:33**	**4:49**	**4:59**
4:20	**4:29**	**4:40**	**4:53**	**5:09**	**5:19**
4:40	**4:49**	**5:00**	**5:13**	**5:29**	**5:39**
5:00	**5:09**	**5:20**	**5:33**	**5:49**	**5:59**
5:20	**5:29**	**5:40**	**5:53**	**6:09**	**6:19**
5:40	**5:48**	**5:59**	**6:11**	**6:26**	**6:36**
6:01	**6:09**	**6:19**	**6:30**	**6:44**	**6:54**
6:26	**6:34**	**6:44**	**6:55**	**7:09**	**7:19**
7:04	**7:11**	**7:21**	**7:31**	**7:44**	**7:54**
7:34	**7:41**	**7:50**	**8:00**	**8:13**	**8:22**
8:04	**8:11**	**8:20**	**8:29**	**8:41**	**8:50**
8:34	**8:40**	**8:49**	**8:58**	**9:09**	**9:18**
9:04	**9:10**	**9:19**	**9:28**	**9:39**	**9:48**
9:34	**9:40**	**9:49**	**9:58**	**10:09**	**10:18**
10:34	**10:40**	**10:48**	**10:56**	**11:06**	**11:15**
11:34	**11:40**	**11:48**	**11:56**	12:06a	12:15a

Route 932 – Saturday / *sábado*

Otay/Nestor ➡ Chula Vista ➡ National City

Ⓕ Iris Avenue Transit Center **DEPART**	Ⓔ Palm Avenue Trolley Station	Ⓓ Broadway & L St.	Ⓒ E Street Transit Center	Ⓑ National City Bl. & 24th St.	Ⓐ 8th Street Transit Center **ARRIVE**
4:44a	4:52a	5:01a	5:10a	5:17a	5:24a
5:14	5:22	5:31	5:40	—	—
5:45	5:53	6:02	6:11	6:18	6:25
6:05	6:13	6:22	6:31	—	—
6:24	6:32	6:42	6:51	6:59	7:06
6:44	6:52	7:02	7:11	—	—
7:04	7:13	7:24	7:33	7:41	7:48
7:24	7:33	7:44	7:53	—	—
7:44	7:53	8:05	8:15	8:24	8:31
8:01	8:10	8:22	8:32	—	—
8:21	8:30	8:43	8:54	9:03	9:11
8:41	8:50	9:03	9:14	—	—
9:05	9:14	9:27	9:38	9:47	9:55
9:24	9:33	9:46	9:57	—	—
9:44	9:53	10:06	10:17	10:26	10:34
10:04	10:13	10:27	10:39	—	—
10:24	10:33	10:47	10:59	11:08	11:16
10:44	10:53	11:07	11:19	—	—
11:04	11:13	11:27	11:39	11:48	11:56
11:24	11:33	11:47	11:59	—	—
11:44	11:53	**12:07p**	**12:19p**	**12:28p**	**12:36p**
12:04p	**12:13p**	**12:27**	**12:39**	—	—
12:24	**12:33**	**12:47**	**12:59**	**1:08**	**1:16**
12:44	**12:54**	**1:09**	**1:21**	—	—
1:04	**1:14**	**1:29**	**1:41**	**1:51**	**1:59**
1:24	**1:34**	**1:49**	**2:01**	—	—
1:44	**1:54**	**2:09**	**2:21**	**2:31**	**2:39**
2:04	**2:14**	**2:29**	**2:41**	—	—
2:24	**2:34**	**2:49**	**3:01**	**3:11**	**3:19**
2:44	**2:54**	**3:09**	**3:21**	—	—
3:04	**3:14**	**3:29**	**3:41**	**3:51**	**3:59**
3:24	**3:34**	**3:49**	**4:01**	—	—
3:44	**3:54**	**4:09**	**4:21**	**4:31**	**4:39**
4:04	**4:14**	**4:29**	**4:41**	—	—
4:24	**4:34**	**4:49**	**5:01**	**5:11**	**5:19**
4:44	**4:54**	**5:09**	**5:21**	—	—
5:04	**5:14**	**5:28**	**5:40**	**5:49**	**5:57**
5:24	**5:34**	**5:48**	**6:00**	—	—
5:44	**5:53**	**6:06**	**6:18**	**6:27**	**6:35**
6:04	**6:13**	**6:26**	**6:38**	—	—
6:24	**6:33**	**6:46**	**6:58**	—	—
6:44	**6:53**	**7:06**	**7:18**	**7:27**	**7:35**
7:14	**7:23**	**7:35**	**7:46**	—	—
7:44	**7:53**	**8:05**	**8:16**	**8:24**	**8:31**
8:44	**8:53**	**9:04**	**9:14**	**9:22**	**9:29**
9:44	**9:53**	**10:03**	**10:12**	**10:19**	**10:26**
10:44	**10:52**	**11:01**	**11:10**	**11:17**	**11:24**
11:44	**11:52**	12:01a	12:10a	12:17a	12:24a

National City ➡ Chula Vista ➡ Otay/Nestor

Ⓐ 8th Street Transit Center **DEPART**	Ⓑ National City Bl. & 24th St.	Ⓒ E Street Transit Center	Ⓓ Broadway & L St.	Ⓔ Palm Avenue Trolley Station	Ⓕ Iris Avenue Transit Center **ARRIVE**
—	—	5:47a	5:55a	6:04a	6:13a
6:04a	6:10a	6:20	6:28	6:38	6:47
—	—	6:42	6:50	7:00	7:09
6:48	6:54	7:04	7:12	7:23	7:32
—	—	7:24	7:33	7:45	7:54
7:27	7:34	7:44	7:53	8:05	8:14
—	—	8:02	8:11	8:23	8:31
8:05	8:12	8:22	8:31	8:43	8:52
—	—	8:42	8:52	9:05	9:14
8:45	8:52	9:02	9:12	9:25	9:34
—	—	9:22	9:33	9:46	9:56
9:30	9:37	9:47	9:58	10:11	10:21
—	—	10:12	10:23	10:36	10:46
10:15	10:22	10:32	10:43	10:56	11:06
—	—	10:52	11:04	11:18	11:28
10:55	11:02	11:12	11:24	11:38	11:48
—	—	11:32	11:44	11:58	**12:08p**
11:34	11:41	11:52	**12:04p**	**12:19p**	**12:29**
—	—	**12:12p**	**12:25**	**12:40**	**12:50**
12:13p	**12:21p**	**12:32**	**12:45**	**1:00**	**1:10**
—	—	**12:52**	**1:05**	**1:20**	**1:30**
12:53	**1:01**	**1:12**	**1:25**	**1:40**	**1:50**
—	—	**1:32**	**1:45**	**2:00**	**2:10**
1:33	**1:41**	**1:52**	**2:05**	**2:20**	**2:30**
—	—	**2:12**	**2:25**	**2:40**	**2:50**
2:13	**2:21**	**2:32**	**2:45**	**3:00**	**3:10**
—	—	**2:52**	**3:05**	**3:20**	**3:30**
2:53	**3:01**	**3:12**	**3:25**	**3:40**	**3:50**
—	—	**3:32**	**3:45**	**4:00**	**4:10**
3:33	**3:41**	**3:52**	**4:05**	**4:20**	**4:30**
—	—	**4:12**	**4:25**	**4:40**	**4:50**
4:13	**4:21**	**4:32**	**4:45**	**5:00**	**5:10**
—	—	**4:52**	**5:05**	**5:20**	**5:30**
4:53	**5:01**	**5:12**	**5:25**	**5:40**	**5:50**
—	—	**5:32**	**5:44**	**5:59**	**6:09**
5:34	**5:41**	**5:52**	**6:04**	**6:19**	**6:29**
—	—	**6:12**	**6:23**	**6:37**	**6:47**
6:15	**6:22**	**6:32**	**6:43**	**6:57**	**7:07**
—	—	**6:52**	**7:03**	**7:17**	**7:27**
6:55	**7:02**	**7:12**	**7:23**	**7:37**	**7:47**
—	—	**7:33**	**7:43**	**7:56**	**8:06**
7:48	**7:55**	**8:05**	**8:15**	**8:27**	**8:36**
8:34	**8:40**	**8:49**	**8:58**	**9:09**	**9:18**
9:34	**9:39**	**9:48**	**9:57**	**10:07**	**10:16**
10:35	**10:40**	**10:48**	**10:56**	**11:05**	**11:14**
11:35	**11:40**	**11:48**	**11:56**	12:05a	12:14a

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

Appendix E

Existing Traffic Volume Data

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Chula Vista
N/S: I-5 SB Ramps/Bay Boulevard
E/W: Gunpowder Point Drive/E Street
Weather: Clear

File Name : 01_CVA_5S_E AM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

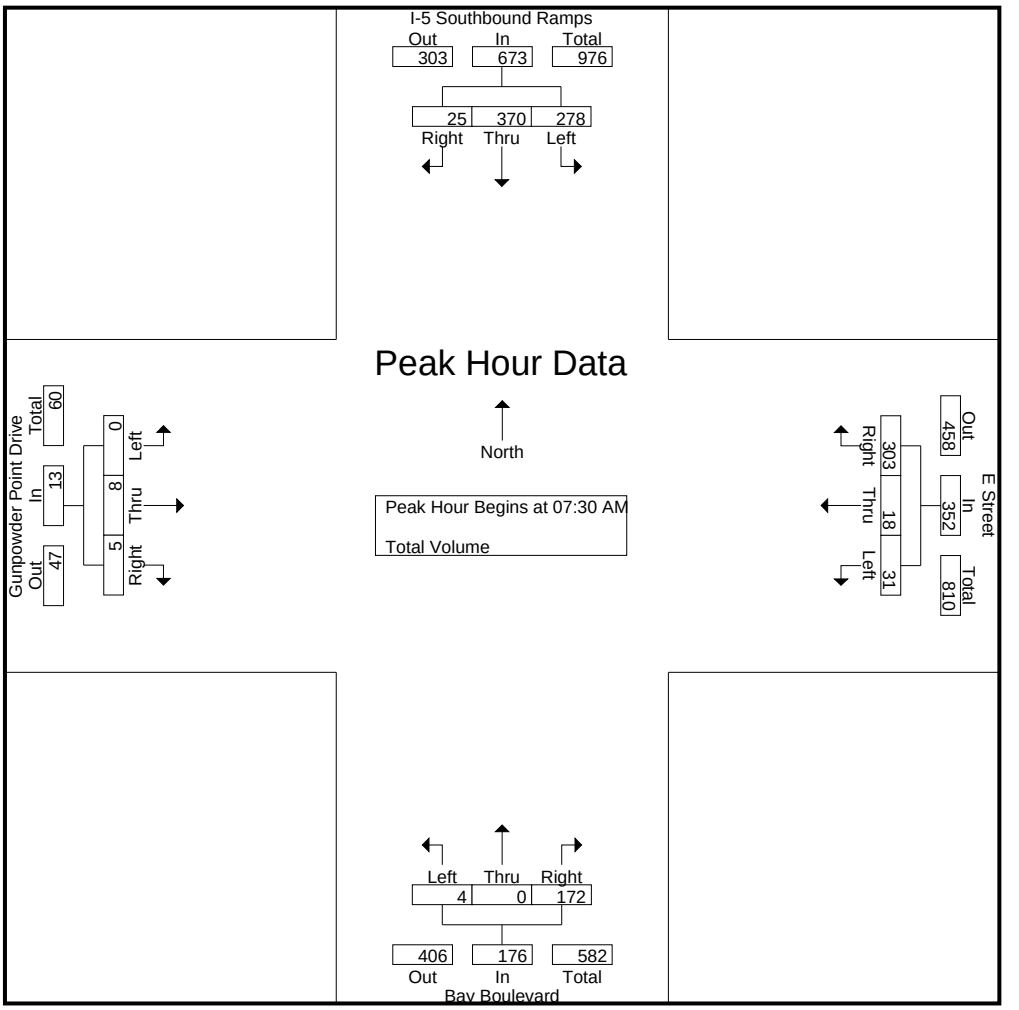
	I-5 Southbound Ramps Southbound				E Street Westbound				Bay Boulevard Northbound				Gunpowder Point Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	47	53	6	106	6	5	32	43	0	0	27	27	0	4	1	5	181
07:15 AM	72	80	3	155	2	5	59	66	0	0	49	49	1	5	0	6	276
07:30 AM	70	94	4	168	4	7	47	58	2	0	56	58	0	2	0	2	286
07:45 AM	77	91	8	176	10	5	100	115	1	0	44	45	0	2	4	6	342
Total	266	318	21	605	22	22	238	282	3	0	176	179	1	13	5	19	1085
08:00 AM	58	87	7	152	10	2	96	108	0	0	40	40	0	3	0	3	303
08:15 AM	73	98	6	177	7	4	60	71	1	0	32	33	0	1	1	2	283
08:30 AM	56	59	2	117	5	6	52	63	1	0	21	22	0	2	1	3	205
08:45 AM	70	82	2	154	10	3	53	66	0	0	25	25	0	9	0	9	254
Total	257	326	17	600	32	15	261	308	2	0	118	120	0	15	2	17	1045
Grand Total	523	644	38	1205	54	37	499	590	5	0	294	299	1	28	7	36	2130
Apprch %	43.4	53.4	3.2		9.2	6.3	84.6		1.7	0	98.3		2.8	77.8	19.4		
Total %	24.6	30.2	1.8	56.6	2.5	1.7	23.4	27.7	0.2	0	13.8	14	0	1.3	0.3	1.7	

	I-5 Southbound Ramps Southbound				E Street Westbound				Bay Boulevard Northbound				Gunpowder Point Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	70	94	4	168	4	**7**	47	58	**2**	0	**56**	**58**	0	2	0	2	286
07:45 AM	**77**	91	**8**	176	**10**	5	**100**	**115**	1	0	44	45	0	2	**4**	**6**	**342**
08:00 AM	58	87	7	152	10	2	96	108	0	0	40	40	0	**3**	0	3	303
08:15 AM	73	**98**	6	**177**	7	4	60	71	1	0	32	33	0	1	1	2	283
Total Volume	278	370	25	673	31	18	303	352	4	0	172	176	0	8	5	13	1214
% App. Total	41.3	55	3.7		8.8	5.1	86.1		2.3	0	97.7		0	61.5	38.5		
PHF	.903	.944	.781	.951	.775	.643	.758	.765	.500	.000	.768	.759	.000	.667	.313	.542	.887

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Chula Vista
N/S: I-5 SB Ramps/Bay Boulevard
E/W: Gunpowder Point Drive/E Street
Weather: Clear

File Name : 01_CVA_5S_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	70	94	4	168	**10**	5	**100**	**115**	0	0	49	49	0	4	1	5
+15 mins.	**77**	91	**8**	176	10	2	96	108	**2**	0	**56**	**58**	**1**	**5**	0	**6**
+30 mins.	58	87	7	152	7	4	60	71	1	0	44	45	0	2	0	2
+45 mins.	73	**98**	6	**177**	5	**6**	52	63	0	0	40	40	0	2	**4**	6
Total Volume	278	370	25	673	32	17	308	357	3	0	189	192	1	13	5	19
% App. Total	41.3	55	3.7		9	4.8	86.3		1.6	0	98.4		5.3	68.4	26.3	
PHF	.903	.944	.781	.951	.800	.708	.770	.776	.375	.000	.844	.828	.250	.650	.313	.792

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Corona, CA 92878
(951)268-6268

City of Chula Vista
N/S: I-5 SB Ramps/Bay Boulevard
E/W: Gunpowder Point Drive/E Street
Weather: Clear

File Name : 01_CVA_5S_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

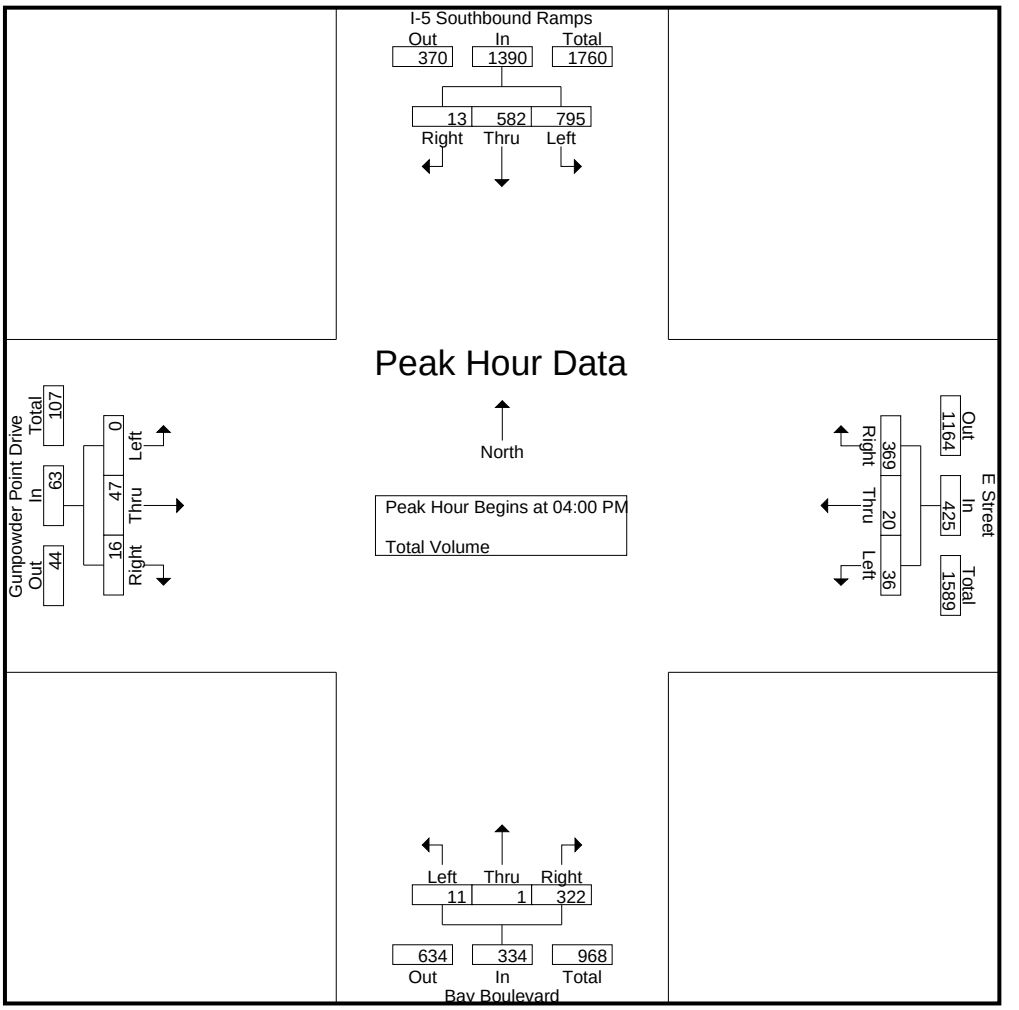
	I-5 Southbound Ramps Southbound				E Street Westbound				Bay Boulevard Northbound				Gunpowder Point Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	208	141	3	352	8	3	92	103	2	1	104	107	0	9	3	12	574
04:15 PM	216	154	4	374	8	3	86	97	1	0	81	82	0	19	6	25	578
04:30 PM	194	133	2	329	9	6	95	110	2	0	69	71	0	16	5	21	531
04:45 PM	177	154	4	335	11	8	96	115	6	0	68	74	0	3	2	5	529
Total	795	582	13	1390	36	20	369	425	11	1	322	334	0	47	16	63	2212
05:00 PM	194	140	7	341	10	3	74	87	4	0	88	92	0	17	5	22	542
05:15 PM	189	144	4	337	15	4	87	106	1	0	66	67	0	15	5	20	530
05:30 PM	197	181	3	381	20	1	89	110	1	0	50	51	0	6	2	8	550
05:45 PM	147	160	2	309	10	5	83	98	0	0	50	50	0	5	3	8	465
Total	727	625	16	1368	55	13	333	401	6	0	254	260	0	43	15	58	2087
Grand Total	1522	1207	29	2758	91	33	702	826	17	1	576	594	0	90	31	121	4299
Apprch %	55.2	43.8	1.1		11	4	85		2.9	0.2	97		0	74.4	25.6		
Total %	35.4	28.1	0.7	64.2	2.1	0.8	16.3	19.2	0.4	0	13.4	13.8	0	2.1	0.7	2.8	

	I-5 Southbound Ramps Southbound				E Street Westbound				Bay Boulevard Northbound				Gunpowder Point Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	208	141	3	352	8	3	92	103	2	**1**	**104**	**107**	0	9	3	12	574
04:15 PM	**216**	**154**	**4**	**374**	8	3	86	97	1	0	81	82	0	**19**	**6**	**25**	**578**
04:30 PM	194	133	2	329	9	6	95	110	2	0	69	71	0	16	5	21	531
04:45 PM	177	154	4	335	**11**	**8**	**96**	**115**	**6**	0	68	74	0	3	2	5	529
Total Volume	795	582	13	1390	36	20	369	425	11	1	322	334	0	47	16	63	2212
% App. Total	57.2	41.9	0.9		8.5	4.7	86.8		3.3	0.3	96.4		0	74.6	25.4		
PHF	.920	.945	.813	.929	.818	.625	.961	.924	.458	.250	.774	.780	.000	.618	.667	.630	.957

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Chula Vista
N/S: I-5 SB Ramps/Bay Boulevard
E/W: Gunpowder Point Drive/E Street
Weather: Clear

File Name : 01_CVA_5S_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	177	154	4	335	8	3	92	103	2	**1**	**104**	**107**	0	**19**	**6**	**25**
+15 mins.	194	140	**7**	341	8	3	86	97	1	0	81	82	0	16	5	21
+30 mins.	189	144	4	337	9	6	95	110	2	0	69	71	0	3	2	5
+45 mins.	**197**	**181**	3	**381**	**11**	**8**	**96**	**115**	**6**	0	68	74	0	17	5	22
Total Volume	757	619	18	1394	36	20	369	425	11	1	322	334	0	55	18	73
% App. Total	54.3	44.4	1.3		8.5	4.7	86.8		3.3	0.3	96.4		0	75.3	24.7	
PHF	.961	.855	.643	.915	.818	.625	.961	.924	.458	.250	.774	.780	.000	.724	.750	.730

Location: Chula Vista
N/S: I-5 SB Ramps/Bay Blvd
E/W: Gunpowder Point Dr/E St

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-5 SB Ramps	East Leg E Street	South Leg Bay Boulevard	West Leg Gunpowder Point Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	1	0	1
7:30 AM	0	0	2	0	2
7:45 AM	0	1	4	1	6
8:00 AM	2	1	1	0	4
8:15 AM	0	0	1	1	2
8:30 AM	1	0	3	2	6
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	3	2	12	6	23

	North Leg I-5 SB Ramps	East Leg E Street	South Leg Bay Boulevard	West Leg Gunpowder Point Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	2	1	3
4:15 PM	0	0	2	2	4
4:30 PM	1	0	1	1	3
4:45 PM	1	0	1	0	2
5:00 PM	2	0	5	1	8
5:15 PM	0	0	6	1	7
5:30 PM	0	0	0	0	0
5:45 PM	0	1	2	0	3
TOTAL VOLUMES:	4	1	19	6	30

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Location: Chula Vista
N/S: I-5 SB Ramps/Bay Blvd
E/W: Gunpowder Point Dr/E St

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound I-5 SB Ramps			Westbound E Street			Northbound Bay Boulevard			Eastbound Gunpowder Point Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	1	0	0	0	2	0	1	0	0	0	0	4
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	7	0	0	0	0	3	0	0	0	0	10
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	1	0	0	4	0	0	0	0	6
TOTAL VOLUMES:	0	9	8	0	1	2	0	12	0	0	0	0	32

	Southbound I-5 SB Ramps			Westbound E Street			Northbound Bay Boulevard			Eastbound Gunpowder Point Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	4	3	0	0	0	0	1	0	1	0	0	9
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	2	0	0	1	0	0	3	0	1	0	0	7
4:45 PM	0	2	2	0	0	0	0	0	0	0	1	0	5
5:00 PM	0	0	4	0	0	0	0	1	0	0	0	1	6
5:15 PM	0	0	0	0	1	0	0	1	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	6	0	0	0	1	0	1	0	0	0	0	8
TOTAL VOLUMES:	0	14	10	0	3	1	0	7	0	3	1	1	40

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: E Street
Weather: Clear

File Name : 02_CVA_5N_E AM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

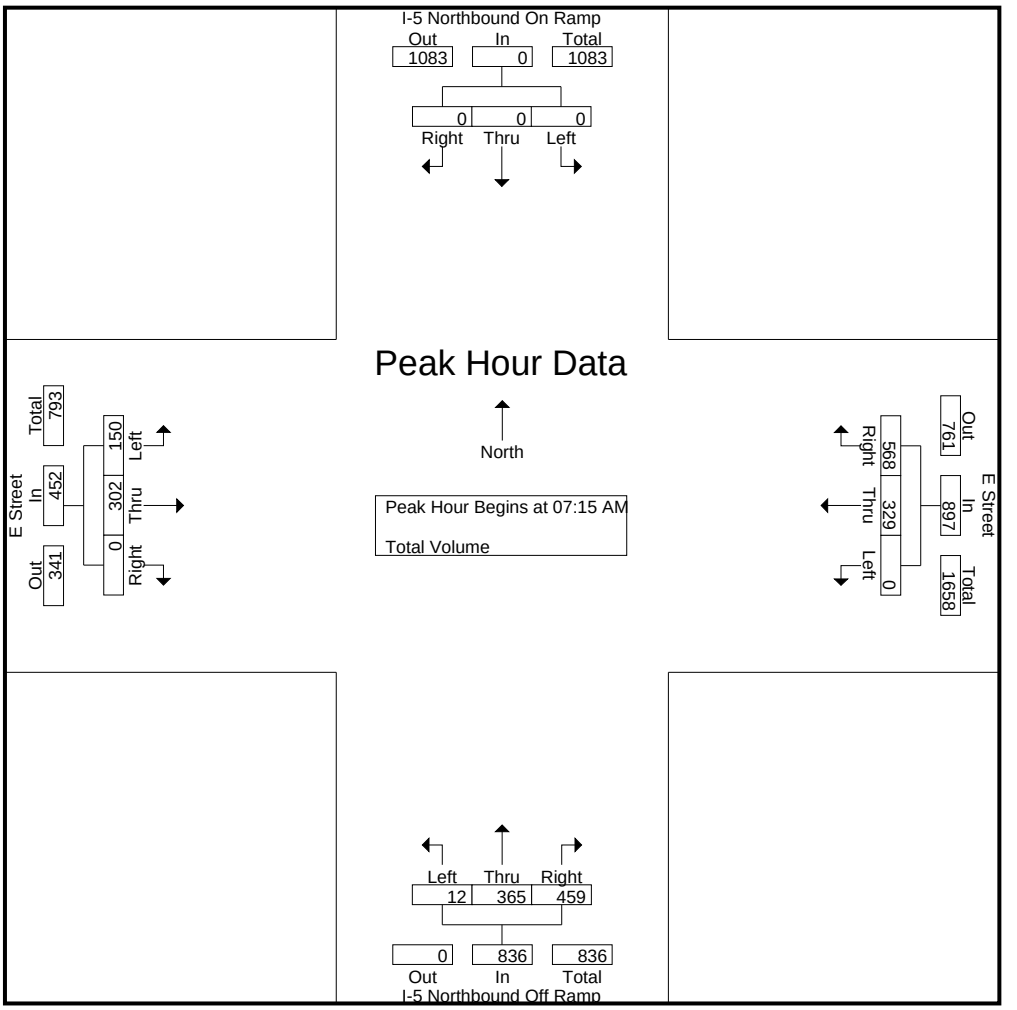
	I-5 Northbound On Ramp Southbound				E Street Westbound				I-5 Northbound Off Ramp Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	43	127	170	4	80	66	150	27	47	0	74	394
07:15 AM	0	0	0	0	0	64	158	222	3	98	80	181	41	71	0	112	515
07:30 AM	0	0	0	0	0	50	144	194	2	130	124	256	44	75	0	119	569
07:45 AM	0	0	0	0	0	112	140	252	4	95	169	268	33	84	0	117	637
Total	0	0	0	0	0	269	569	838	13	403	439	855	145	277	0	422	2115
08:00 AM	0	0	0	0	0	103	126	229	3	42	86	131	32	72	0	104	464
08:15 AM	0	0	0	0	0	69	110	179	3	12	80	95	26	70	0	96	370
08:30 AM	0	0	0	0	0	60	93	153	5	6	67	78	18	57	0	75	306
08:45 AM	0	0	0	0	0	61	117	178	4	2	104	110	16	78	0	94	382
Total	0	0	0	0	0	293	446	739	15	62	337	414	92	277	0	369	1522
Grand Total	0	0	0	0	0	562	1015	1577	28	465	776	1269	237	554	0	791	3637
Apprch %	0	0	0		0	35.6	64.4		2.2	36.6	61.2		30	70	0		
Total %	0	0	0	0	0	15.5	27.9	43.4	0.8	12.8	21.3	34.9	6.5	15.2	0	21.7	

	I-5 Northbound On Ramp Southbound				E Street Westbound				I-5 Northbound Off Ramp Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	64	**158**	222	3	98	80	181	41	71	0	112	515
07:30 AM	0	0	0	0	0	50	144	194	2	**130**	124	256	**44**	75	0	**119**	569
07:45 AM	0	0	0	0	0	**112**	140	**252**	**4**	95	**169**	**268**	33	**84**	0	117	**637**
08:00 AM	0	0	0	0	0	103	126	229	3	42	86	131	32	72	0	104	464
Total Volume	0	0	0	0	0	329	568	897	12	365	459	836	150	302	0	452	2185
% App. Total	0	0	0		0	36.7	63.3		1.4	43.7	54.9		33.2	66.8	0		
PHF	.000	.000	.000	.000	.000	.734	.899	.890	.750	.702	.679	.780	.852	.899	.000	.950	.858

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: E Street
Weather: Clear

File Name : 02_CVA_5N_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	64	**158**	222	**4**	80	66	150	41	71	0	112
+15 mins.	0	0	0	0	0	50	144	194	3	98	80	181	**44**	75	0	**119**
+30 mins.	0	0	0	0	0	**112**	140	**252**	2	**130**	124	256	33	**84**	0	117
+45 mins.	0	0	0	0	0	103	126	229	4	95	**169**	**268**	32	72	0	104
Total Volume	0	0	0	0	0	329	568	897	13	403	439	855	150	302	0	452
% App. Total	0	0	0		0	36.7	63.3		1.5	47.1	51.3		33.2	66.8	0	
PHF	.000	.000	.000	.000	.000	.734	.899	.890	.813	.775	.649	.798	.852	.899	.000	.950

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: E Street
Weather: Clear

File Name : 02_CVA_5N_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

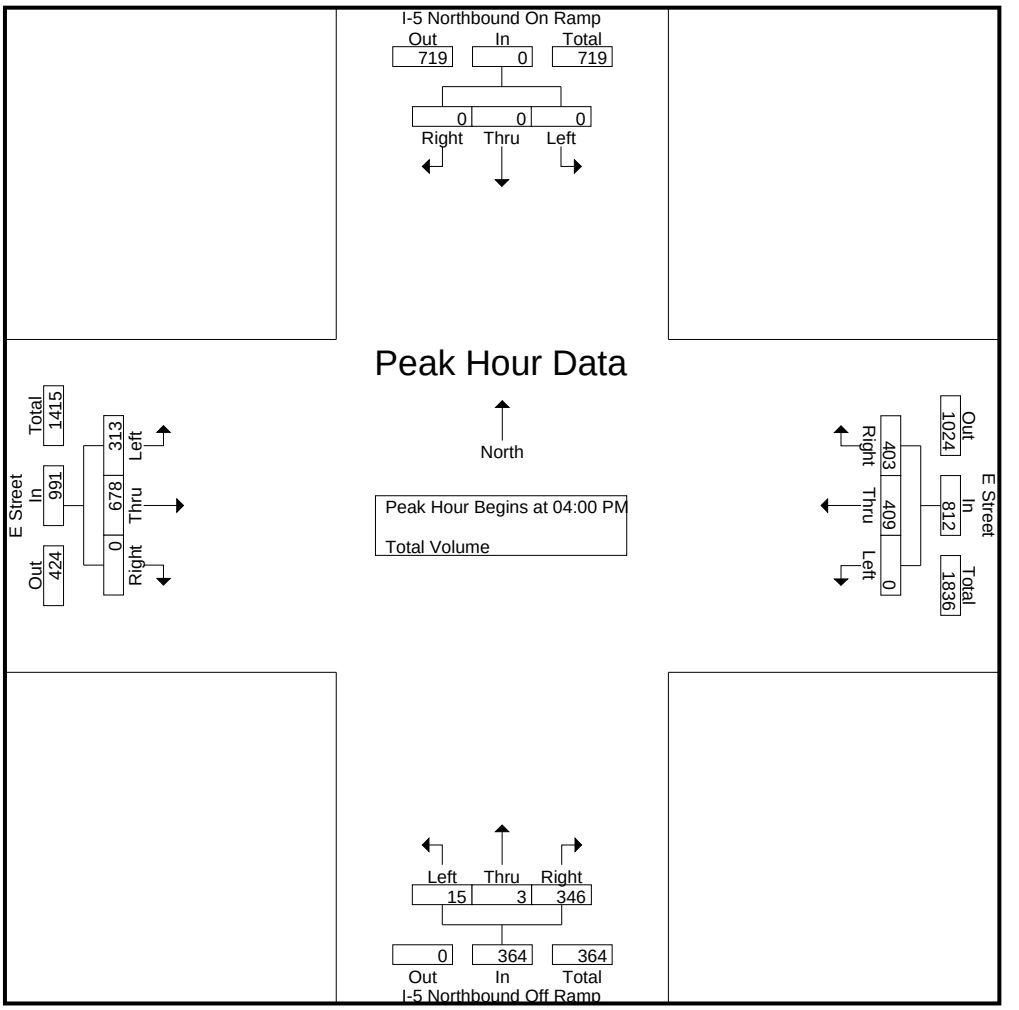
	I-5 Northbound On Ramp Southbound				E Street Westbound				I-5 Northbound Off Ramp Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	101	115	216	2	1	89	92	94	174	0	268	576
04:15 PM	0	0	0	0	0	95	80	175	3	1	72	76	78	196	0	274	525
04:30 PM	0	0	0	0	0	107	116	223	5	1	86	92	87	158	0	245	560
04:45 PM	0	0	0	0	0	106	92	198	5	0	99	104	54	150	0	204	506
Total	0	0	0	0	0	409	403	812	15	3	346	364	313	678	0	991	2167
05:00 PM	0	0	0	0	0	90	95	185	3	1	77	81	92	149	0	241	507
05:15 PM	0	0	0	0	0	102	99	201	2	1	90	93	57	182	0	239	533
05:30 PM	0	0	0	0	0	107	106	213	4	0	71	75	56	169	0	225	513
05:45 PM	0	0	0	0	0	94	99	193	1	1	76	78	45	133	0	178	449
Total	0	0	0	0	0	393	399	792	10	3	314	327	250	633	0	883	2002
Grand Total	0	0	0	0	0	802	802	1604	25	6	660	691	563	1311	0	1874	4169
Apprch %	0	0	0		0	50	50		3.6	0.9	95.5		30	70	0		
Total %	0	0	0	0	0	19.2	19.2	38.5	0.6	0.1	15.8	16.6	13.5	31.4	0	45	

	I-5 Northbound On Ramp Southbound				E Street Westbound				I-5 Northbound Off Ramp Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	101	115	216	2	**1**	89	92	**94**	174	0	268	**576**
04:15 PM	0	0	0	0	0	95	80	175	3	1	72	76	78	**196**	0	**274**	525
04:30 PM	0	0	0	0	0	**107**	**116**	**223**	**5**	1	86	92	87	158	0	245	560
04:45 PM	0	0	0	0	0	106	92	198	5	0	**99**	**104**	54	150	0	204	506
Total Volume	0	0	0	0	0	409	403	812	15	3	346	364	313	678	0	991	2167
% App. Total	0	0	0		0	50.4	49.6		4.1	0.8	95.1		31.6	68.4	0		
PHF	.000	.000	.000	.000	.000	.956	.869	.910	.750	.750	.874	.875	.832	.865	.000	.904	.941

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: E Street
Weather: Clear

File Name : 02_CVA_5N_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	0	101	115	216	**5**	**1**	86	92	**94**	174	0	268
+15 mins.	0	0	0	0	0	95	80	175	5	0	**99**	**104**	78	**196**	0	**274**
+30 mins.	0	0	0	0	0	**107**	**116**	**223**	3	1	77	81	87	158	0	245
+45 mins.	0	0	0	0	0	106	92	198	2	1	90	93	54	150	0	204
Total Volume	0	0	0	0	0	409	403	812	15	3	352	370	313	678	0	991
% App. Total	0	0	0		0	50.4	49.6		4.1	0.8	95.1		31.6	68.4	0	
PHF	.000	.000	.000	.000	.000	.956	.869	.910	.750	.750	.889	.889	.832	.865	.000	.904

Location: Chula Vista
N/S: I-5 NB Ramps
E/W: E Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-5 NB Ramps	East Leg E Street	South Leg I-5 NB Ramps	West Leg E Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	4	1	6
7:15 AM	0	0	2	0	2
7:30 AM	0	0	6	0	6
7:45 AM	0	0	3	0	3
8:00 AM	2	0	5	0	7
8:15 AM	0	0	2	0	2
8:30 AM	3	1	3	0	7
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	5	2	25	1	33

	North Leg I-5 NB Ramps	East Leg E Street	South Leg I-5 NB Ramps	West Leg E Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	2	0	3
4:15 PM	1	0	3	0	4
4:30 PM	0	0	5	0	5
4:45 PM	1	0	1	0	2
5:00 PM	3	0	11	0	14
5:15 PM	0	0	5	0	5
5:30 PM	0	0	3	0	3
5:45 PM	0	0	7	0	7
TOTAL VOLUMES:	6	0	37	0	43

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Location: Chula Vista
N/S: I-5 NB Ramps
E/W: E Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound I-5 NB Ramps			Westbound E Street			Northbound I-5 NB Ramps			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	0	0	3

	Southbound I-5 NB Ramps			Westbound E Street			Northbound I-5 NB Ramps			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	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
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	5	0	0	0	0	0	2	0	7

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: E Street
Weather: Clear

File Name : 03_CVA_Wood_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

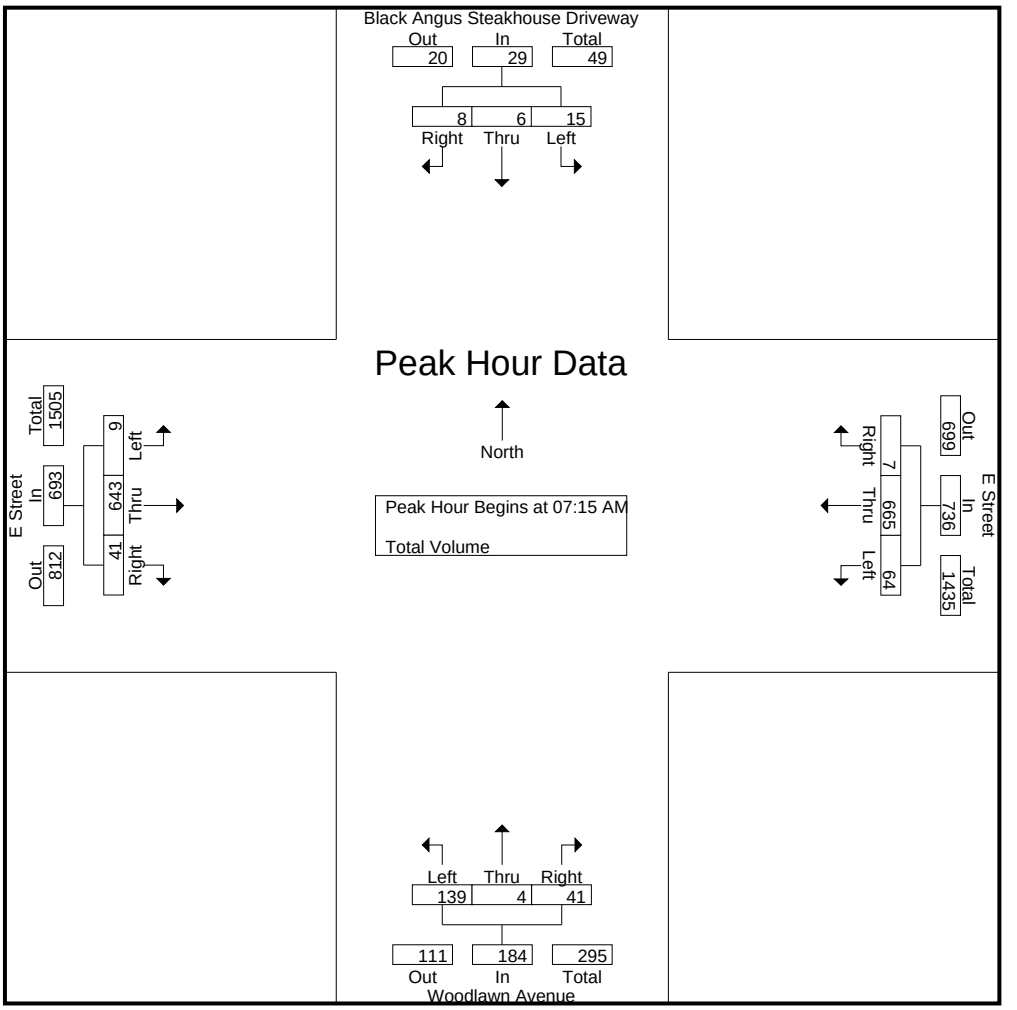
	Black Angus Steakhouse Driveway Southbound				E Street Westbound				Woodlawn Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	3	7	3	141	1	145	26	0	6	32	0	83	15	98	282
07:15 AM	5	1	2	8	8	144	1	153	49	1	2	52	3	131	6	140	353
07:30 AM	5	2	1	8	8	145	3	156	35	0	11	46	0	157	11	168	378
07:45 AM	2	2	1	5	31	198	1	230	28	2	20	50	3	221	12	236	521
Total	16	5	7	28	50	628	6	684	138	3	39	180	6	592	44	642	1534
08:00 AM	3	1	4	8	17	178	2	197	27	1	8	36	3	134	12	149	390
08:15 AM	2	0	1	3	9	151	1	161	32	0	10	42	0	129	10	139	345
08:30 AM	2	1	0	3	5	127	1	133	30	0	9	39	1	92	9	102	277
08:45 AM	2	1	0	3	6	139	4	149	24	1	6	31	0	135	19	154	337
Total	9	3	5	17	37	595	8	640	113	2	33	148	4	490	50	544	1349
Grand Total	25	8	12	45	87	1223	14	1324	251	5	72	328	10	1082	94	1186	2883
Apprch %	55.6	17.8	26.7		6.6	92.4	1.1		76.5	1.5	22		0.8	91.2	7.9		
Total %	0.9	0.3	0.4	1.6	3	42.4	0.5	45.9	8.7	0.2	2.5	11.4	0.3	37.5	3.3	41.1	

	Black Angus Steakhouse Driveway Southbound				E Street Westbound				Woodlawn Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**5**	1	2	**8**	8	144	1	153	**49**	1	2	**52**	**3**	131	6	140	353
07:30 AM	5	**2**	1	8	8	145	**3**	156	35	0	11	46	0	157	11	168	378
07:45 AM	2	2	1	5	**31**	**198**	1	**230**	28	**2**	**20**	50	3	**221**	**12**	**236**	**521**
08:00 AM	3	1	**4**	8	17	178	2	197	27	1	8	36	3	134	12	149	390
Total Volume	15	6	8	29	64	665	7	736	139	4	41	184	9	643	41	693	1642
% App. Total	51.7	20.7	27.6		8.7	90.4	1		75.5	2.2	22.3		1.3	92.8	5.9		
PHF	.750	.750	.500	.906	.516	.840	.583	.800	.709	.500	.513	.885	.750	.727	.854	.734	.788

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: E Street
Weather: Clear

File Name : 03_CVA_Wood_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	**5**	1	2	**8**	8	145	**3**	156	**49**	1	2	**52**	**3**	131	6	140
+15 mins.	5	**2**	1	8	**31**	**198**	1	**230**	35	0	11	46	0	157	11	168
+30 mins.	2	2	1	5	17	178	2	197	28	**2**	**20**	50	3	**221**	**12**	**236**
+45 mins.	3	1	**4**	8	9	151	1	161	27	1	8	36	3	134	12	149
Total Volume	15	6	8	29	65	672	7	744	139	4	41	184	9	643	41	693
% App. Total	51.7	20.7	27.6		8.7	90.3	0.9		75.5	2.2	22.3		1.3	92.8	5.9	
PHF	.750	.750	.500	.906	.524	.848	.583	.809	.709	.500	.513	.885	.750	.727	.854	.734

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: E Street
Weather: Clear

File Name : 03_CVA_Wood_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

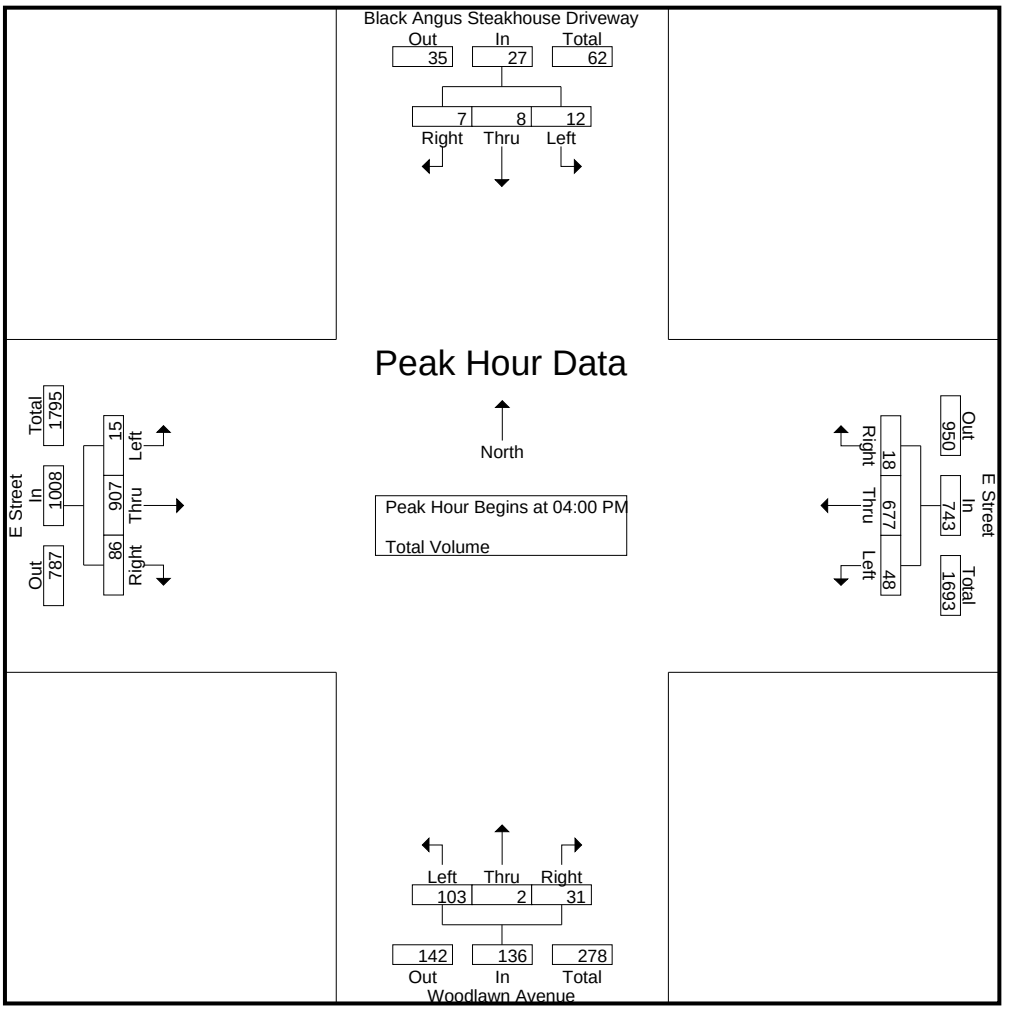
	Black Angus Steakhouse Driveway Southbound				E Street Westbound				Woodlawn Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	14	168	2	184	28	0	10	38	2	230	29	261	486
04:15 PM	3	0	2	5	12	158	6	176	25	0	4	29	2	229	25	256	466
04:30 PM	6	2	2	10	12	188	3	203	24	1	10	35	7	226	19	252	500
04:45 PM	3	4	2	9	10	163	7	180	26	1	7	34	4	222	13	239	462
Total	12	8	7	27	48	677	18	743	103	2	31	136	15	907	86	1008	1914
05:00 PM	5	3	1	9	10	154	1	165	26	1	10	37	4	178	15	197	408
05:15 PM	5	2	2	9	8	143	6	157	33	3	4	40	5	236	22	263	469
05:30 PM	4	3	3	10	5	172	2	179	31	1	10	42	5	199	31	235	466
05:45 PM	4	0	2	6	7	158	5	170	30	0	5	35	5	180	11	196	407
Total	18	8	8	34	30	627	14	671	120	5	29	154	19	793	79	891	1750
Grand Total	30	16	15	61	78	1304	32	1414	223	7	60	290	34	1700	165	1899	3664
Apprch %	49.2	26.2	24.6		5.5	92.2	2.3		76.9	2.4	20.7		1.8	89.5	8.7		
Total %	0.8	0.4	0.4	1.7	2.1	35.6	0.9	38.6	6.1	0.2	1.6	7.9	0.9	46.4	4.5	51.8	

	Black Angus Steakhouse Driveway Southbound				E Street Westbound				Woodlawn Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	1	3	**14**	168	2	184	**28**	0	**10**	**38**	2	**230**	**29**	**261**	486
04:15 PM	3	0	**2**	5	12	158	6	176	25	0	4	29	2	229	25	256	466
04:30 PM	**6**	2	2	**10**	12	**188**	3	**203**	24	**1**	10	35	**7**	226	19	252	**500**
04:45 PM	3	**4**	2	9	10	163	**7**	180	26	1	7	34	4	222	13	239	462
Total Volume	12	8	7	27	48	677	18	743	103	2	31	136	15	907	86	1008	1914
% App. Total	44.4	29.6	25.9		6.5	91.1	2.4		75.7	1.5	22.8		1.5	90	8.5		
PHF	.500	.500	.875	.675	.857	.900	.643	.915	.920	.500	.775	.895	.536	.986	.741	.966	.957

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File Name : 03_CVA_Wood_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	**6**	2	**2**	**10**	**14**	168	2	184	26	1	**10**	37	2	**230**	**29**	**261**
+15 mins.	3	**4**	2	9	12	158	6	176	**33**	**3**	4	40	2	229	25	256
+30 mins.	5	3	1	9	12	**188**	3	**203**	31	1	10	**42**	**7**	226	19	252
+45 mins.	5	2	2	9	10	163	**7**	180	30	0	5	35	4	222	13	239
Total Volume	19	11	7	37	48	677	18	743	120	5	29	154	15	907	86	1008
% App. Total	51.4	29.7	18.9		6.5	91.1	2.4		77.9	3.2	18.8		1.5	90	8.5	
PHF	.792	.688	.875	.925	.857	.900	.643	.915	.909	.417	.725	.917	.536	.986	.741	.966

Location: Chula Vista
N/S: Woodlawn Avenue
E/W: E Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Black Angus Driveway	East Leg E Street	South Leg Woodlawn Avenue	West Leg E Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	13	16	19	0	48
7:15 AM	7	14	12	1	34
7:30 AM	10	14	23	0	47
7:45 AM	15	52	31	0	98
8:00 AM	12	20	17	0	49
8:15 AM	14	11	15	0	40
8:30 AM	14	15	17	0	46
8:45 AM	11	15	14	0	40
TOTAL VOLUMES:	96	157	148	1	402

	North Leg Black Angus Driveway	East Leg E Street	South Leg Woodlawn Avenue	West Leg E Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	7	13	26	0	46
4:15 PM	23	28	36	1	88
4:30 PM	7	17	19	0	43
4:45 PM	14	19	21	0	54
5:00 PM	4	14	24	0	42
5:15 PM	11	12	12	0	35
5:30 PM	13	20	19	0	52
5:45 PM	7	10	12	0	29
TOTAL VOLUMES:	86	133	169	1	389

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Location: Chula Vista
N/S: Woodlawn Avenue
E/W: E Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Black Angus Driveway			Westbound E Street			Northbound Woodlawn Avenue			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	3	0	0	0	2	0	2	0	8

	Southbound Black Angus Driveway			Westbound E Street			Northbound Woodlawn Avenue			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
4:30 PM	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	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
TOTAL VOLUMES:	0	0	0	0	5	0	1	0	0	0	5	0	11

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City of Chula Vista
N/S: Broadway
E/W: E Street
Weather: Clear

File Name : 04_CVA_Bro_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

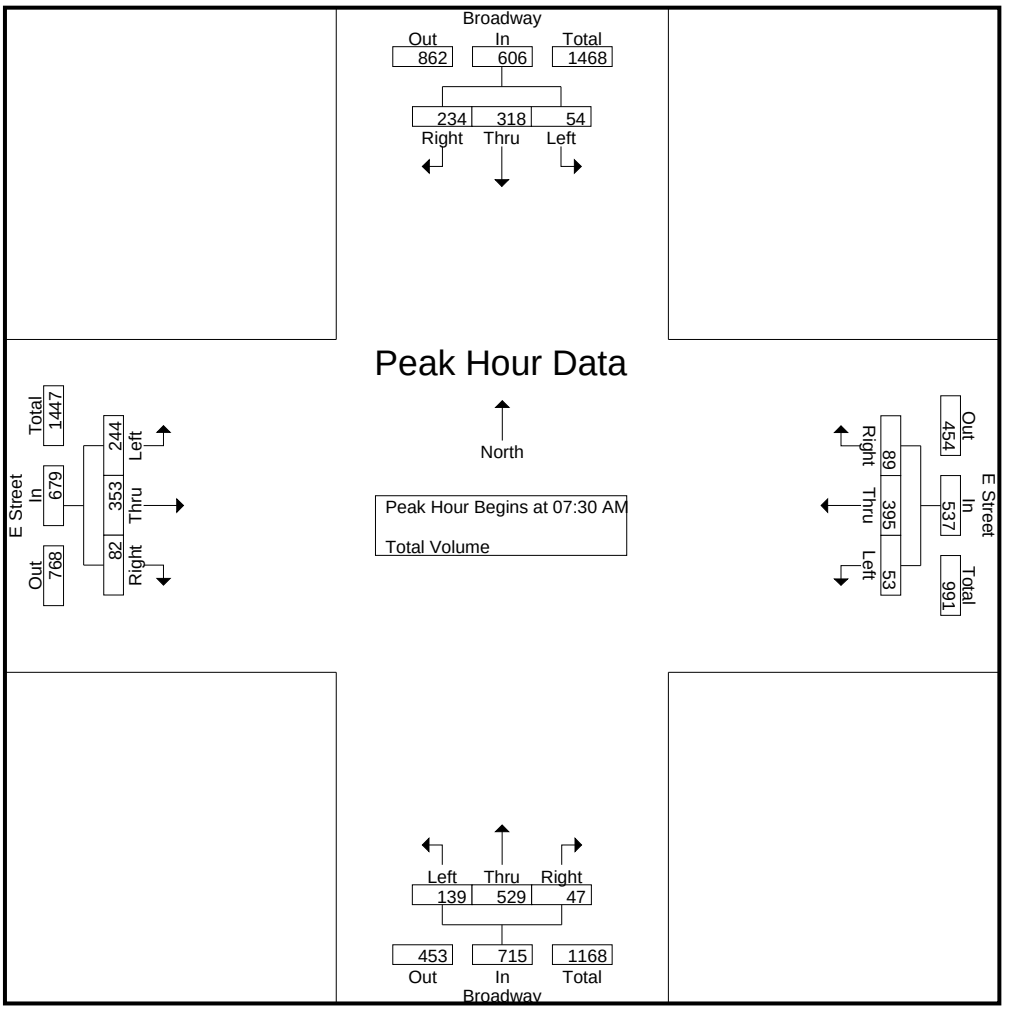
	Broadway Southbound				E Street Westbound				Broadway Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	30	37	75	3	82	13	98	35	135	9	179	37	28	7	72	424
07:15 AM	1	38	48	87	9	88	26	123	33	155	12	200	51	45	16	112	522
07:30 AM	10	65	48	123	9	100	23	132	23	155	10	188	63	58	19	140	583
07:45 AM	16	74	67	157	14	121	31	166	56	148	9	213	79	127	26	232	768
Total	35	207	200	442	35	391	93	519	147	593	40	780	230	258	68	556	2297
08:00 AM	23	117	64	204	17	96	12	125	33	124	15	172	57	93	11	161	662
08:15 AM	5	62	55	122	13	78	23	114	27	102	13	142	45	75	26	146	524
08:30 AM	13	34	42	89	10	68	24	102	29	106	8	143	23	53	18	94	428
08:45 AM	10	59	54	123	21	60	18	99	26	92	11	129	45	79	18	142	493
Total	51	272	215	538	61	302	77	440	115	424	47	586	170	300	73	543	2107
Grand Total	86	479	415	980	96	693	170	959	262	1017	87	1366	400	558	141	1099	4404
Apprch %	8.8	48.9	42.3		10	72.3	17.7		19.2	74.5	6.4		36.4	50.8	12.8		
Total %	2	10.9	9.4	22.3	2.2	15.7	3.9	21.8	5.9	23.1	2	31	9.1	12.7	3.2	25	

	Broadway Southbound				E Street Westbound				Broadway Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	65	48	123	9	100	23	132	23	**155**	10	188	63	58	19	140	583
07:45 AM	16	74	**67**	157	14	**121**	**31**	**166**	**56**	148	9	**213**	**79**	**127**	**26**	**232**	**768**
08:00 AM	**23**	**117**	64	**204**	**17**	96	12	125	33	124	**15**	172	57	93	11	161	662
08:15 AM	5	62	55	122	13	78	23	114	27	102	13	142	45	75	26	146	524
Total Volume	54	318	234	606	53	395	89	537	139	529	47	715	244	353	82	679	2537
% App. Total	8.9	52.5	38.6		9.9	73.6	16.6		19.4	74	6.6		35.9	52	12.1		
PHF	.587	.679	.873	.743	.779	.816	.718	.809	.621	.853	.783	.839	.772	.695	.788	.732	.826

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Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	10	65	48	123	9	88	26	123	35	135	9	179	63	58	19	140
+15 mins.	16	74	**67**	157	9	100	23	132	33	**155**	**12**	200	**79**	**127**	**26**	**232**
+30 mins.	**23**	**117**	64	**204**	14	**121**	**31**	**166**	23	155	10	188	57	93	11	161
+45 mins.	5	62	55	122	**17**	96	12	125	**56**	148	9	**213**	45	75	26	146
Total Volume	54	318	234	606	49	405	92	546	147	593	40	780	244	353	82	679
% App. Total	8.9	52.5	38.6		9	74.2	16.8		18.8	76	5.1		35.9	52	12.1	
PHF	.587	.679	.873	.743	.721	.837	.742	.822	.656	.956	.833	.915	.772	.695	.788	.732

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File Name : 04_CVA_Bro_E PM
Site Code : 23523090
Start Date : 1/25/2023
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Groups Printed- Total Volume

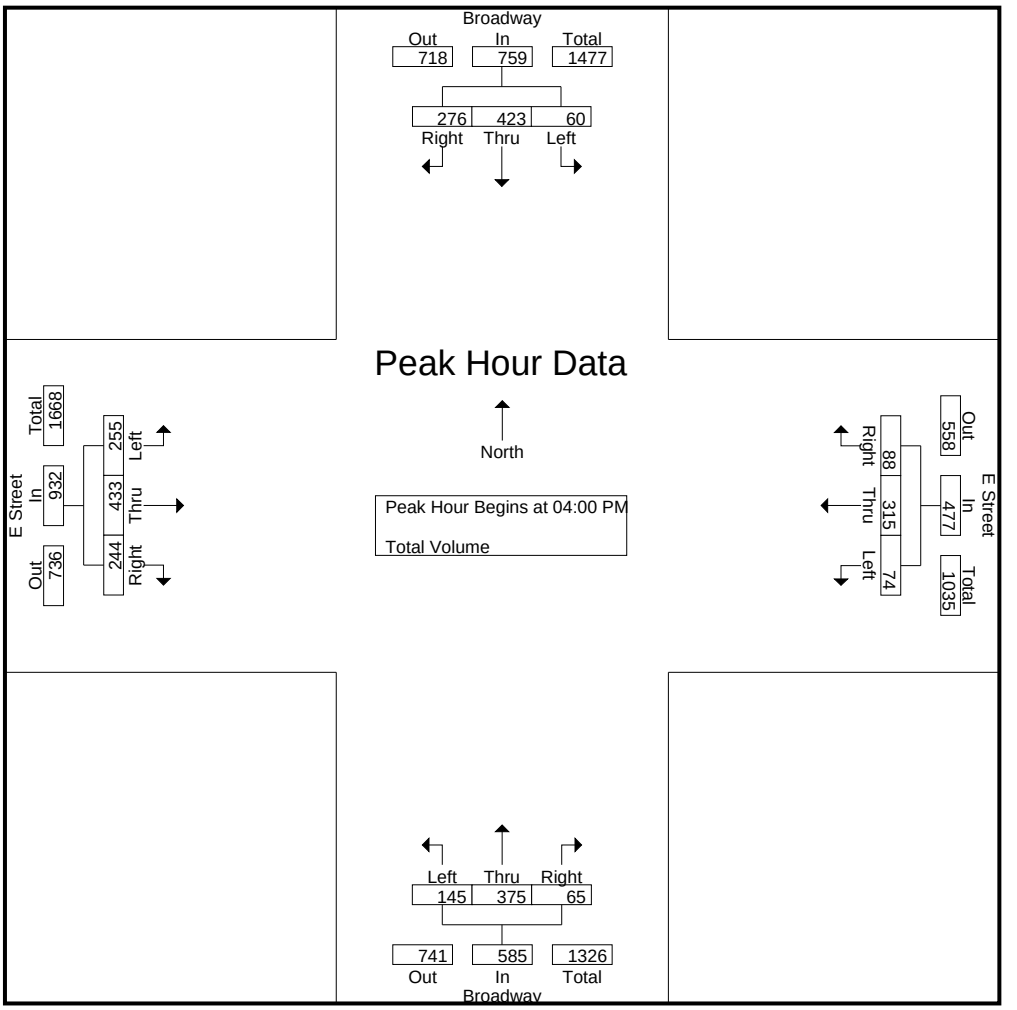
	Broadway Southbound				E Street Westbound				Broadway Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	97	70	182	20	63	26	109	40	111	18	169	71	110	42	223	683
04:15 PM	15	107	58	180	15	86	22	123	36	92	15	143	61	93	73	227	673
04:30 PM	17	98	83	198	22	86	18	126	36	87	12	135	66	122	74	262	721
04:45 PM	13	121	65	199	17	80	22	119	33	85	20	138	57	108	55	220	676
Total	60	423	276	759	74	315	88	477	145	375	65	585	255	433	244	932	2753
05:00 PM	13	98	61	172	21	76	21	118	38	81	12	131	68	96	60	224	645
05:15 PM	17	104	63	184	23	72	22	117	37	90	12	139	64	109	58	231	671
05:30 PM	20	99	75	194	14	80	17	111	28	98	16	142	71	118	54	243	690
05:45 PM	12	108	71	191	22	74	12	108	38	70	18	126	54	90	48	192	617
Total	62	409	270	741	80	302	72	454	141	339	58	538	257	413	220	890	2623
Grand Total	122	832	546	1500	154	617	160	931	286	714	123	1123	512	846	464	1822	5376
Apprch %	8.1	55.5	36.4		16.5	66.3	17.2		25.5	63.6	11		28.1	46.4	25.5		
Total %	2.3	15.5	10.2	27.9	2.9	11.5	3	17.3	5.3	13.3	2.3	20.9	9.5	15.7	8.6	33.9	

	Broadway Southbound				E Street Westbound				Broadway Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	15	97	70	182	20	63	**26**	109	**40**	**111**	18	**169**	**71**	110	42	223	683
04:15 PM	15	107	58	180	15	**86**	22	123	36	92	15	143	61	93	73	227	673
04:30 PM	**17**	98	**83**	198	**22**	86	18	**126**	36	87	12	135	66	**122**	**74**	**262**	**721**
04:45 PM	13	**121**	65	**199**	17	80	22	119	33	85	**20**	138	57	108	55	220	676
Total Volume	60	423	276	759	74	315	88	477	145	375	65	585	255	433	244	932	2753
% App. Total	7.9	55.7	36.4		15.5	66	18.4		24.8	64.1	11.1		27.4	46.5	26.2		
PHF	.882	.874	.831	.954	.841	.916	.846	.946	.906	.845	.813	.865	.898	.887	.824	.889	.955

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Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	15	97	70	182	15	**86**	**22**	123	**40**	**111**	18	**169**	66	**122**	**74**	**262**
+15 mins.	15	107	58	180	**22**	86	18	**126**	36	92	15	143	57	108	55	220
+30 mins.	**17**	98	**83**	198	17	80	22	119	36	87	12	135	**68**	96	60	224
+45 mins.	13	**121**	65	**199**	21	76	21	118	33	85	**20**	138	64	109	58	231
Total Volume	60	423	276	759	75	328	83	486	145	375	65	585	255	435	247	937
% App. Total	7.9	55.7	36.4		15.4	67.5	17.1		24.8	64.1	11.1		27.2	46.4	26.4	
PHF	.882	.874	.831	.954	.852	.953	.943	.964	.906	.845	.813	.865	.938	.891	.834	.894

Location: Chula Vista
N/S: Broadway
E/W: E Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Broadway	East Leg E Street	South Leg Broadway	West Leg E Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	4	6	12
7:15 AM	4	2	2	3	11
7:30 AM	7	4	3	7	21
7:45 AM	9	0	2	13	24
8:00 AM	13	2	3	2	20
8:15 AM	3	2	3	6	14
8:30 AM	2	7	7	2	18
8:45 AM	4	3	5	1	13
TOTAL VOLUMES:	44	20	29	40	133

	North Leg Broadway	East Leg E Street	South Leg Broadway	West Leg E Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	4	4	10	21
4:15 PM	1	7	5	3	16
4:30 PM	5	1	2	2	10
4:45 PM	2	4	6	8	20
5:00 PM	5	7	5	3	20
5:15 PM	6	1	4	9	20
5:30 PM	3	2	6	4	15
5:45 PM	4	7	5	9	25
TOTAL VOLUMES:	29	33	37	48	147

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Location: Chula Vista
N/S: Broadway
E/W: E Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Broadway			Westbound E Street			Northbound Broadway			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	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
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	1	0	1	0	0	0	0	3

	Southbound Broadway			Westbound E Street			Northbound Broadway			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	2	2	0	0	1	0	2	2	0	0	2	0	11

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City of Chula Vista
N/S: 5th Avenue
E/W: E Street
Weather: Clear

File Name : 05_CVA_5th_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

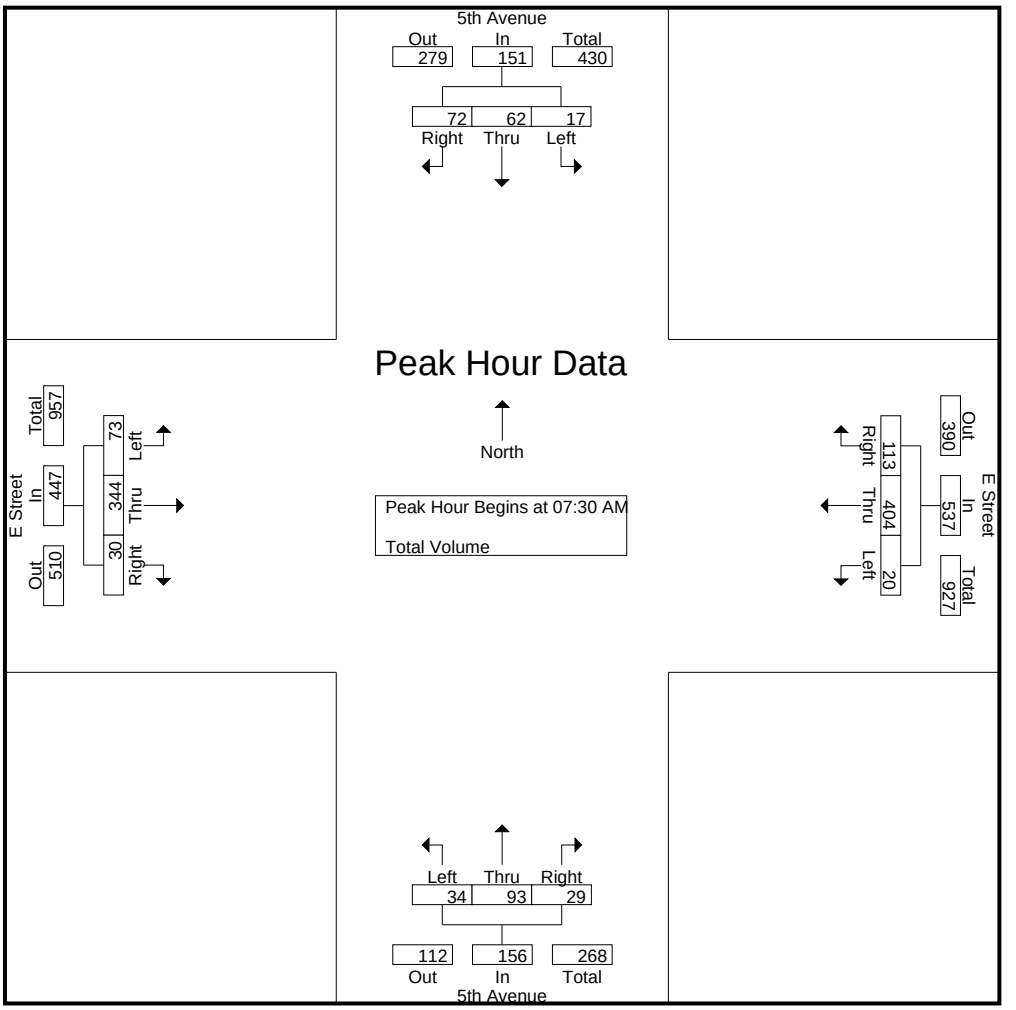
	5th Avenue Southbound				E Street Westbound				5th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	5	9	18	2	80	8	90	11	11	4	26	1	49	4	54	188
07:15 AM	1	5	7	13	1	84	14	99	8	16	6	30	7	40	6	53	195
07:30 AM	3	9	7	19	3	102	21	126	5	12	7	24	9	65	1	75	244
07:45 AM	6	17	28	51	8	125	45	178	15	40	7	62	31	97	11	139	430
Total	14	36	51	101	14	391	88	493	39	79	24	142	48	251	22	321	1057
08:00 AM	4	23	25	52	7	86	37	130	8	32	9	49	28	108	12	148	379
08:15 AM	4	13	12	29	2	91	10	103	6	9	6	21	5	74	6	85	238
08:30 AM	3	12	12	27	4	77	10	91	8	12	9	29	4	73	5	82	229
08:45 AM	1	11	6	18	7	89	3	99	8	13	9	30	4	82	5	91	238
Total	12	59	55	126	20	343	60	423	30	66	33	129	41	337	28	406	1084
Grand Total	26	95	106	227	34	734	148	916	69	145	57	271	89	588	50	727	2141
Apprch %	11.5	41.9	46.7		3.7	80.1	16.2		25.5	53.5	21		12.2	80.9	6.9		
Total %	1.2	4.4	5	10.6	1.6	34.3	6.9	42.8	3.2	6.8	2.7	12.7	4.2	27.5	2.3	34	

	5th Avenue Southbound				E Street Westbound				5th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	9	7	19	3	102	21	126	5	12	7	24	9	65	1	75	244
07:45 AM	**6**	17	**28**	51	**8**	**125**	**45**	**178**	**15**	**40**	7	**62**	**31**	97	11	139	**430**
08:00 AM	4	**23**	25	**52**	7	86	37	130	8	32	**9**	49	28	**108**	**12**	**148**	379
08:15 AM	4	13	12	29	2	91	10	103	6	9	6	21	5	74	6	85	238
Total Volume	17	62	72	151	20	404	113	537	34	93	29	156	73	344	30	447	1291
% App. Total	11.3	41.1	47.7		3.7	75.2	21		21.8	59.6	18.6		16.3	77	6.7		
PHF	.708	.674	.643	.726	.625	.808	.628	.754	.567	.581	.806	.629	.589	.796	.625	.755	.751

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City of Chula Vista
N/S: 5th Avenue
E/W: E Street
Weather: Clear

File Name : 05_CVA_5th_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	**6**	17	**28**	51	3	102	21	126	8	16	6	30	**31**	97	11	139
+15 mins.	4	**23**	25	**52**	**8**	**125**	**45**	**178**	5	12	7	24	28	**108**	**12**	**148**
+30 mins.	4	13	12	29	7	86	37	130	**15**	**40**	7	**62**	5	74	6	85
+45 mins.	3	12	12	27	2	91	10	103	8	32	**9**	49	4	73	5	82
Total Volume	17	65	77	159	20	404	113	537	36	100	29	165	68	352	34	454
% App. Total	10.7	40.9	48.4		3.7	75.2	21		21.8	60.6	17.6		15	77.5	7.5	
PHF	.708	.707	.688	.764	.625	.808	.628	.754	.600	.625	.806	.665	.548	.815	.708	.767

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City of Chula Vista
N/S: 5th Avenue
E/W: E Street
Weather: Clear

File Name : 05_CVA_5th_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

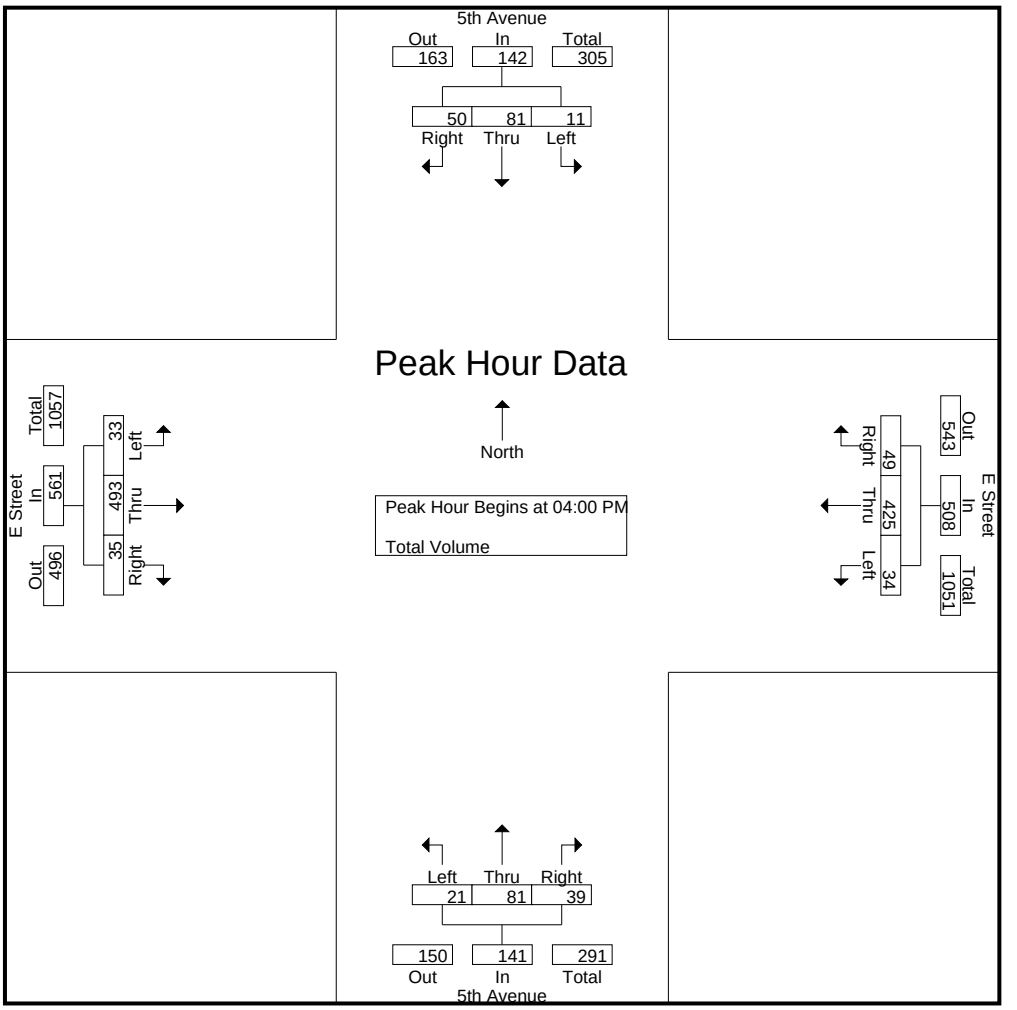
	5th Avenue Southbound				E Street Westbound				5th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	23	11	35	5	97	15	117	6	15	12	33	8	129	13	150	335
04:15 PM	4	16	14	34	13	106	10	129	6	15	13	34	5	119	4	128	325
04:30 PM	3	18	11	32	8	117	15	140	6	30	9	45	13	123	5	141	358
04:45 PM	3	24	14	41	8	105	9	122	3	21	5	29	7	122	13	142	334
Total	11	81	50	142	34	425	49	508	21	81	39	141	33	493	35	561	1352
05:00 PM	9	39	8	56	8	97	11	116	8	22	10	40	6	99	12	117	329
05:15 PM	3	27	16	46	4	110	12	126	4	14	6	24	7	106	16	129	325
05:30 PM	5	30	11	46	8	96	11	115	7	19	13	39	13	98	10	121	321
05:45 PM	7	18	12	37	6	86	6	98	7	14	12	33	13	99	9	121	289
Total	24	114	47	185	26	389	40	455	26	69	41	136	39	402	47	488	1264
Grand Total	35	195	97	327	60	814	89	963	47	150	80	277	72	895	82	1049	2616
Apprch %	10.7	59.6	29.7		6.2	84.5	9.2		17	54.2	28.9		6.9	85.3	7.8		
Total %	1.3	7.5	3.7	12.5	2.3	31.1	3.4	36.8	1.8	5.7	3.1	10.6	2.8	34.2	3.1	40.1	

	5th Avenue Southbound				E Street Westbound				5th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	23	11	35	5	97	**15**	117	**6**	15	12	33	8	**129**	**13**	**150**	335
04:15 PM	**4**	16	**14**	34	**13**	106	10	129	6	15	**13**	34	5	119	4	128	325
04:30 PM	3	18	11	32	8	**117**	15	**140**	6	**30**	9	**45**	**13**	123	5	141	**358**
04:45 PM	3	**24**	14	**41**	8	105	9	122	3	21	5	29	7	122	13	142	334
Total Volume	11	81	50	142	34	425	49	508	21	81	39	141	33	493	35	561	1352
% App. Total	7.7	57	35.2		6.7	83.7	9.6		14.9	57.4	27.7		5.9	87.9	6.2		
PHF	.688	.844	.893	.866	.654	.908	.817	.907	.875	.675	.750	.783	.635	.955	.673	.935	.944

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City of Chula Vista
N/S: 5th Avenue
E/W: E Street
Weather: Clear

File Name : 05_CVA_5th_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	3	24	14	41	5	97	**15**	117	6	15	**13**	34	8	**129**	**13**	**150**
+15 mins.	**9**	**39**	8	**56**	**13**	106	10	129	6	**30**	9	**45**	5	119	4	128
+30 mins.	3	27	**16**	46	8	**117**	15	**140**	3	21	5	29	**13**	123	5	141
+45 mins.	5	30	11	46	8	105	9	122	**8**	22	10	40	7	122	13	142
Total Volume	20	120	49	189	34	425	49	508	23	88	37	148	33	493	35	561
% App. Total	10.6	63.5	25.9		6.7	83.7	9.6		15.5	59.5	25		5.9	87.9	6.2	
PHF	.556	.769	.766	.844	.654	.908	.817	.907	.719	.733	.712	.822	.635	.955	.673	.935

Location: Chula Vista
N/S: 5th Avenue
E/W: E Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg 5th Avenue Pedestrians	East Leg E Street Pedestrians	South Leg 5th Avenue Pedestrians	West Leg E Street Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	5	1	3	2	11
7:30 AM	4	3	2	1	10
7:45 AM	2	15	5	3	25
8:00 AM	2	16	1	5	24
8:15 AM	5	3	1	0	9
8:30 AM	0	1	0	2	3
8:45 AM	1	4	4	2	11
TOTAL VOLUMES:	20	43	17	15	95

	North Leg 5th Avenue Pedestrians	East Leg E Street Pedestrians	South Leg 5th Avenue Pedestrians	West Leg E Street Pedestrians	
4:00 PM	4	1	3	0	8
4:15 PM	2	1	1	5	9
4:30 PM	0	0	1	3	4
4:45 PM	2	1	4	0	7
5:00 PM	1	0	0	0	1
5:15 PM	4	2	1	1	8
5:30 PM	1	0	0	3	4
5:45 PM	1	0	0	1	2
TOTAL VOLUMES:	15	5	10	13	43

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Location: Chula Vista
N/S: 5th Avenue
E/W: E Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound 5th Avenue			Westbound E Street			Northbound 5th Avenue			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	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
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	1	0	2	1	0	0	0	0	1	0	8

	Southbound 5th Avenue			Westbound E Street			Northbound 5th Avenue			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	1	1	0	0	1	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	1	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1	1	0	1	1	0	1	0	6

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City of Chula Vista
N/S: 4th Avenue
E/W: E Street
Weather: Clear

File Name : 06_CVA_4th_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

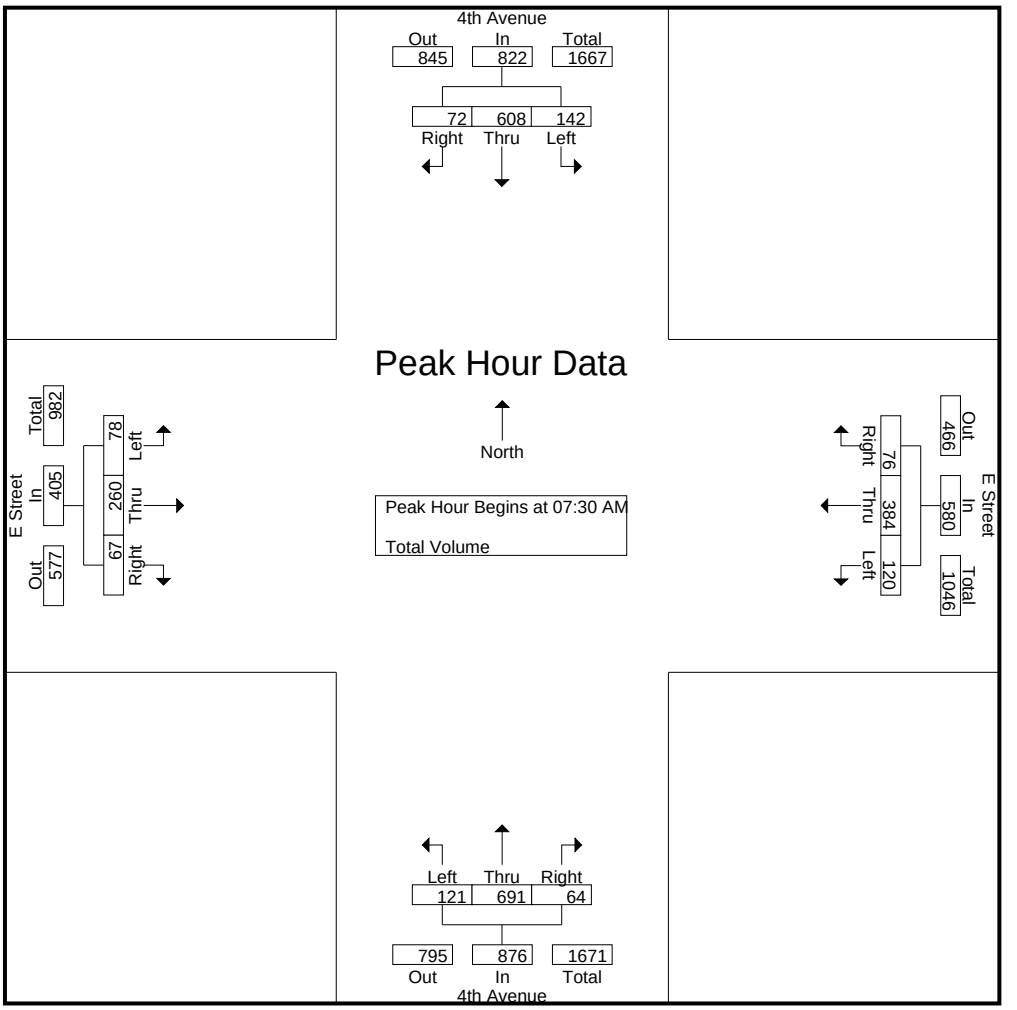
	4th Avenue Southbound				E Street Westbound				4th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	65	10	92	15	68	11	94	20	160	5	185	14	32	4	50	421
07:15 AM	17	96	13	126	15	65	12	92	21	204	7	232	13	25	7	45	495
07:30 AM	24	118	23	165	22	90	12	124	23	189	15	227	23	54	9	86	602
07:45 AM	35	148	13	196	42	131	22	195	44	185	15	244	17	63	17	97	732
Total	93	427	59	579	94	354	57	505	108	738	42	888	67	174	37	278	2250
08:00 AM	53	184	25	262	39	90	27	156	34	149	14	197	25	84	24	133	748
08:15 AM	30	158	11	199	17	73	15	105	20	168	20	208	13	59	17	89	601
08:30 AM	19	93	7	119	23	79	25	127	15	135	18	168	15	64	15	94	508
08:45 AM	24	119	13	156	19	76	18	113	7	112	21	140	19	50	22	91	500
Total	126	554	56	736	98	318	85	501	76	564	73	713	72	257	78	407	2357
Grand Total	219	981	115	1315	192	672	142	1006	184	1302	115	1601	139	431	115	685	4607
Apprch %	16.7	74.6	8.7		19.1	66.8	14.1		11.5	81.3	7.2		20.3	62.9	16.8		
Total %	4.8	21.3	2.5	28.5	4.2	14.6	3.1	21.8	4	28.3	2.5	34.8	3	9.4	2.5	14.9	

	4th Avenue Southbound				E Street Westbound				4th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	24	118	23	165	22	90	12	124	23	**189**	15	227	23	54	9	86	602
07:45 AM	35	148	13	196	**42**	**131**	22	**195**	**44**	185	15	**244**	17	63	17	97	732
08:00 AM	**53**	**184**	**25**	**262**	39	90	**27**	156	34	149	14	197	**25**	**84**	**24**	**133**	**748**
08:15 AM	30	158	11	199	17	73	15	105	20	168	**20**	208	13	59	17	89	601
Total Volume	142	608	72	822	120	384	76	580	121	691	64	876	78	260	67	405	2683
% App. Total	17.3	74	8.8		20.7	66.2	13.1		13.8	78.9	7.3		19.3	64.2	16.5		
PHF	.670	.826	.720	.784	.714	.733	.704	.744	.688	.914	.800	.898	.780	.774	.698	.761	.897

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City of Chula Vista
N/S: 4th Avenue
E/W: E Street
Weather: Clear

File Name : 06_CVA_4th_E AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:15 AM				07:45 AM			
+0 mins.	24	118	23	165	**42**	**131**	22	**195**	21	**204**	7	232	17	63	17	97
+15 mins.	35	148	13	196	39	90	**27**	156	23	189	**15**	227	**25**	**84**	**24**	**133**
+30 mins.	**53**	**184**	**25**	**262**	17	73	15	105	**44**	185	15	**244**	13	59	17	89
+45 mins.	30	158	11	199	23	79	25	127	34	149	14	197	15	64	15	94
Total Volume	142	608	72	822	121	373	89	583	122	727	51	900	70	270	73	413
% App. Total	17.3	74	8.8		20.8	64	15.3		13.6	80.8	5.7		16.9	65.4	17.7	
PHF	.670	.826	.720	.784	.720	.712	.824	.747	.693	.891	.850	.922	.700	.804	.760	.776

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City of Chula Vista
N/S: 4th Avenue
E/W: E Street
Weather: Clear

File Name : 06_CVA_4th_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

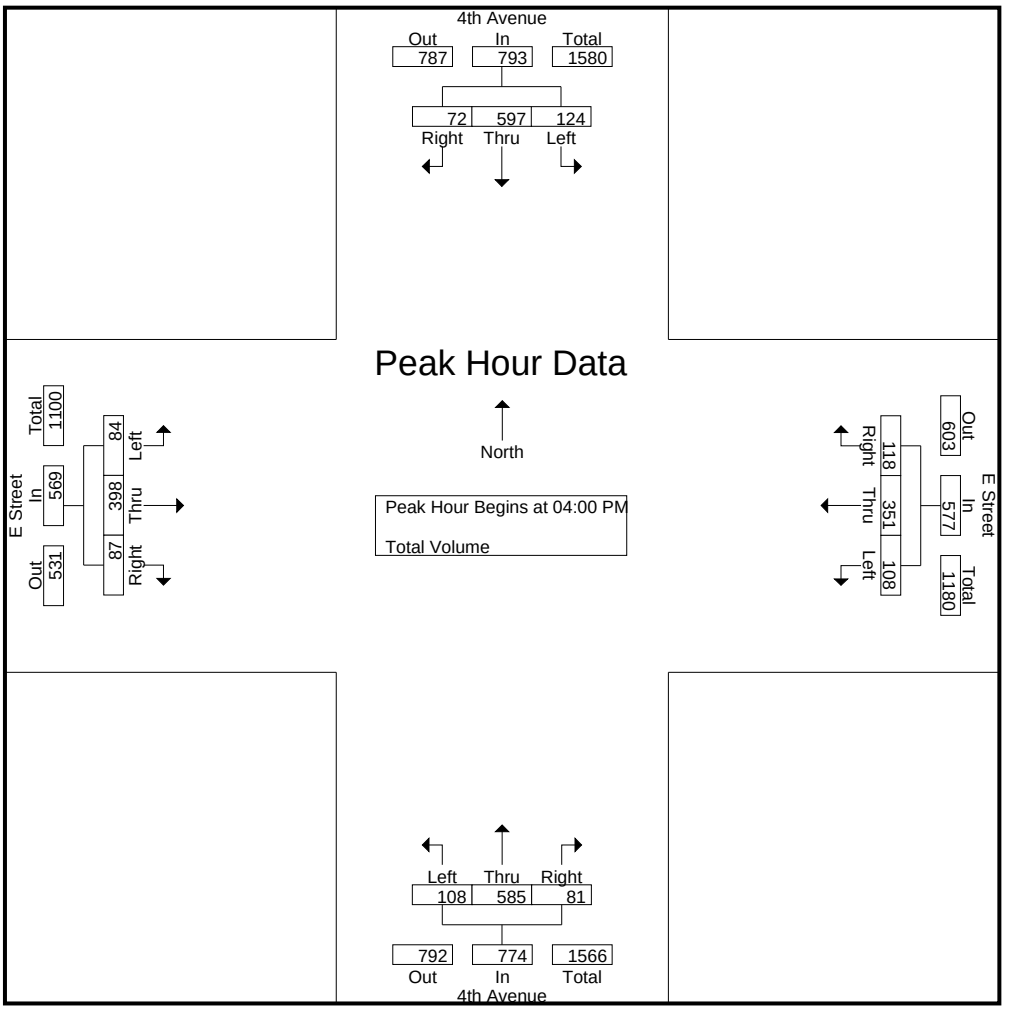
	4th Avenue Southbound				E Street Westbound				4th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	36	142	17	195	29	71	35	135	29	182	20	231	27	95	22	144	705
04:15 PM	26	152	11	189	28	105	30	163	28	120	19	167	17	109	27	153	672
04:30 PM	34	160	27	221	24	81	25	130	31	138	22	191	26	85	15	126	668
04:45 PM	28	143	17	188	27	94	28	149	20	145	20	185	14	109	23	146	668
Total	124	597	72	793	108	351	118	577	108	585	81	774	84	398	87	569	2713
05:00 PM	25	190	17	232	34	81	30	145	23	167	24	214	16	75	19	110	701
05:15 PM	28	169	9	206	36	88	27	151	25	129	24	178	24	82	26	132	667
05:30 PM	31	170	17	218	24	74	26	124	39	128	28	195	18	83	17	118	655
05:45 PM	28	152	18	198	20	74	21	115	18	105	19	142	21	80	26	127	582
Total	112	681	61	854	114	317	104	535	105	529	95	729	79	320	88	487	2605
Grand Total	236	1278	133	1647	222	668	222	1112	213	1114	176	1503	163	718	175	1056	5318
Apprch %	14.3	77.6	8.1		20	60.1	20		14.2	74.1	11.7		15.4	68	16.6		
Total %	4.4	24	2.5	31	4.2	12.6	4.2	20.9	4	20.9	3.3	28.3	3.1	13.5	3.3	19.9	

	4th Avenue Southbound				E Street Westbound				4th Avenue Northbound				E Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**36**	142	17	195	**29**	71	**35**	135	29	**182**	20	**231**	**27**	95	22	144	**705**
04:15 PM	26	152	11	189	28	**105**	30	**163**	28	120	19	167	17	**109**	**27**	**153**	672
04:30 PM	34	**160**	**27**	**221**	24	81	25	130	**31**	138	**22**	191	26	85	15	126	668
04:45 PM	28	143	17	188	27	94	28	149	20	145	20	185	14	109	23	146	668
Total Volume	124	597	72	793	108	351	118	577	108	585	81	774	84	398	87	569	2713
% App. Total	15.6	75.3	9.1		18.7	60.8	20.5		14	75.6	10.5		14.8	69.9	15.3		
PHF	.861	.933	.667	.897	.931	.836	.843	.885	.871	.804	.920	.838	.778	.913	.806	.930	.962

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City of Chula Vista
N/S: 4th Avenue
E/W: E Street
Weather: Clear

File Name : 06_CVA_4th_E PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	25	**190**	17	**232**	28	**105**	**30**	**163**	29	**182**	20	**231**	**27**	95	22	144
+15 mins.	28	169	9	206	24	81	25	130	28	120	19	167	17	**109**	**27**	**153**
+30 mins.	**31**	170	17	218	27	94	28	149	**31**	138	**22**	191	26	85	15	126
+45 mins.	28	152	**18**	198	**34**	81	30	145	20	145	20	185	14	109	23	146
Total Volume	112	681	61	854	113	361	113	587	108	585	81	774	84	398	87	569
% App. Total	13.1	79.7	7.1		19.3	61.5	19.3		14	75.6	10.5		14.8	69.9	15.3	
PHF	.903	.896	.847	.920	.831	.860	.942	.900	.871	.804	.920	.838	.778	.913	.806	.930

Location: Chula Vista
N/S: 4th Avenue
E/W: E Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg 4th Avenue Pedestrians	East Leg E Street Pedestrians	South Leg 4th Avenue Pedestrians	West Leg E Street Pedestrians	
7:00 AM	0	3	1	0	4
7:15 AM	0	0	1	0	1
7:30 AM	1	0	1	0	2
7:45 AM	6	1	1	0	8
8:00 AM	6	3	1	1	11
8:15 AM	1	0	6	1	8
8:30 AM	0	3	0	0	3
8:45 AM	0	0	3	0	3
TOTAL VOLUMES:	14	10	14	2	40

	North Leg 4th Avenue Pedestrians	East Leg E Street Pedestrians	South Leg 4th Avenue Pedestrians	West Leg E Street Pedestrians	
4:00 PM	5	2	6	4	17
4:15 PM	1	10	5	0	16
4:30 PM	4	2	2	2	10
4:45 PM	3	1	0	1	5
5:00 PM	1	7	0	3	11
5:15 PM	2	4	0	0	6
5:30 PM	2	0	0	0	2
5:45 PM	2	4	3	1	10
TOTAL VOLUMES:	20	30	16	11	77

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Location: Chula Vista
N/S: 4th Avenue
E/W: E Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound 4th Avenue			Westbound E Street			Northbound 4th Avenue			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	2	0	0	0	0	0	2	0	7

	Southbound 4th Avenue			Westbound E Street			Northbound 4th Avenue			Eastbound E Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	2	0	0	3	0	0	2	0	9

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City of Chula Vista
N/S: Bay Boulevard
E/W: Lagoon Drive/F Street
Weather: Clear

File Name : 07_CVA_Bay_F AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

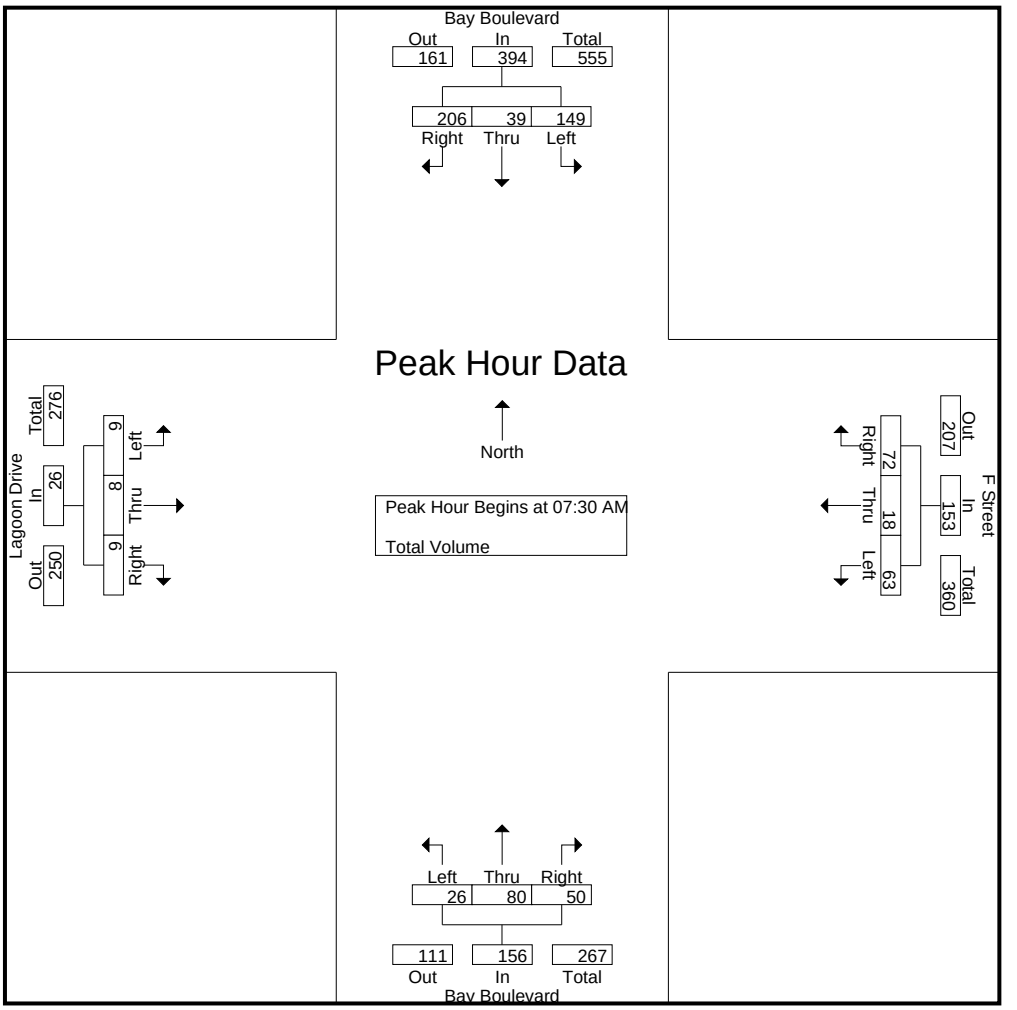
	Bay Boulevard Southbound				F Street Westbound				Bay Boulevard Northbound				Lagoon Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	6	33	52	9	1	16	26	10	10	3	23	0	1	2	3	104
07:15 AM	27	13	32	72	12	3	23	38	3	21	5	29	1	1	1	3	142
07:30 AM	26	5	59	90	11	6	21	38	7	29	12	48	3	2	3	8	184
07:45 AM	48	13	51	112	12	6	20	38	9	16	17	42	3	3	3	9	201
Total	114	37	175	326	44	16	80	140	29	76	37	142	7	7	9	23	631
08:00 AM	30	12	54	96	24	4	19	47	6	20	11	37	1	0	1	2	182
08:15 AM	45	9	42	96	16	2	12	30	4	15	10	29	2	3	2	7	162
08:30 AM	25	4	27	56	6	1	11	18	3	4	7	14	0	1	0	1	89
08:45 AM	33	12	29	74	6	1	13	20	7	8	9	24	1	2	1	4	122
Total	133	37	152	322	52	8	55	115	20	47	37	104	4	6	4	14	555
Grand Total	247	74	327	648	96	24	135	255	49	123	74	246	11	13	13	37	1186
Apprch %	38.1	11.4	50.5		37.6	9.4	52.9		19.9	50	30.1		29.7	35.1	35.1		
Total %	20.8	6.2	27.6	54.6	8.1	2	11.4	21.5	4.1	10.4	6.2	20.7	0.9	1.1	1.1	3.1	

	Bay Boulevard Southbound				F Street Westbound				Bay Boulevard Northbound				Lagoon Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	5	**59**	90	11	**6**	**21**	38	7	**29**	12	**48**	**3**	2	**3**	8	184
07:45 AM	**48**	**13**	51	**112**	12	6	20	38	**9**	16	**17**	42	3	**3**	3	**9**	**201**
08:00 AM	30	12	54	96	**24**	4	19	**47**	6	20	11	37	1	0	1	2	182
08:15 AM	45	9	42	96	16	2	12	30	4	15	10	29	2	3	2	7	162
Total Volume	149	39	206	394	63	18	72	153	26	80	50	156	9	8	9	26	729
% App. Total	37.8	9.9	52.3		41.2	11.8	47.1		16.7	51.3	32.1		34.6	30.8	34.6		
PHF	.776	.750	.873	.879	.656	.750	.857	.814	.722	.690	.735	.813	.750	.667	.750	.722	.907

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City of Chula Vista
N/S: Bay Boulevard
E/W: Lagoon Drive/F Street
Weather: Clear

File Name : 07_CVA_Bay_F AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	26	5	**59**	90	12	3	**23**	38	3	21	5	29	**3**	2	**3**	8
+15 mins.	**48**	**13**	51	**112**	11	**6**	21	38	7	**29**	12	**48**	3	**3**	3	**9**
+30 mins.	30	12	54	96	12	6	20	38	**9**	16	**17**	42	1	0	1	2
+45 mins.	45	9	42	96	**24**	4	19	**47**	6	20	11	37	2	3	2	7
Total Volume	149	39	206	394	59	19	83	161	25	86	45	156	9	8	9	26
% App. Total	37.8	9.9	52.3		36.6	11.8	51.6		16	55.1	28.8		34.6	30.8	34.6	
PHF	.776	.750	.873	.879	.615	.792	.902	.856	.694	.741	.662	.813	.750	.667	.750	.722

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City of Chula Vista
N/S: Bay Boulevard
E/W: Lagoon Drive/F Street
Weather: Clear

File Name : 07_CVA_Bay_F PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

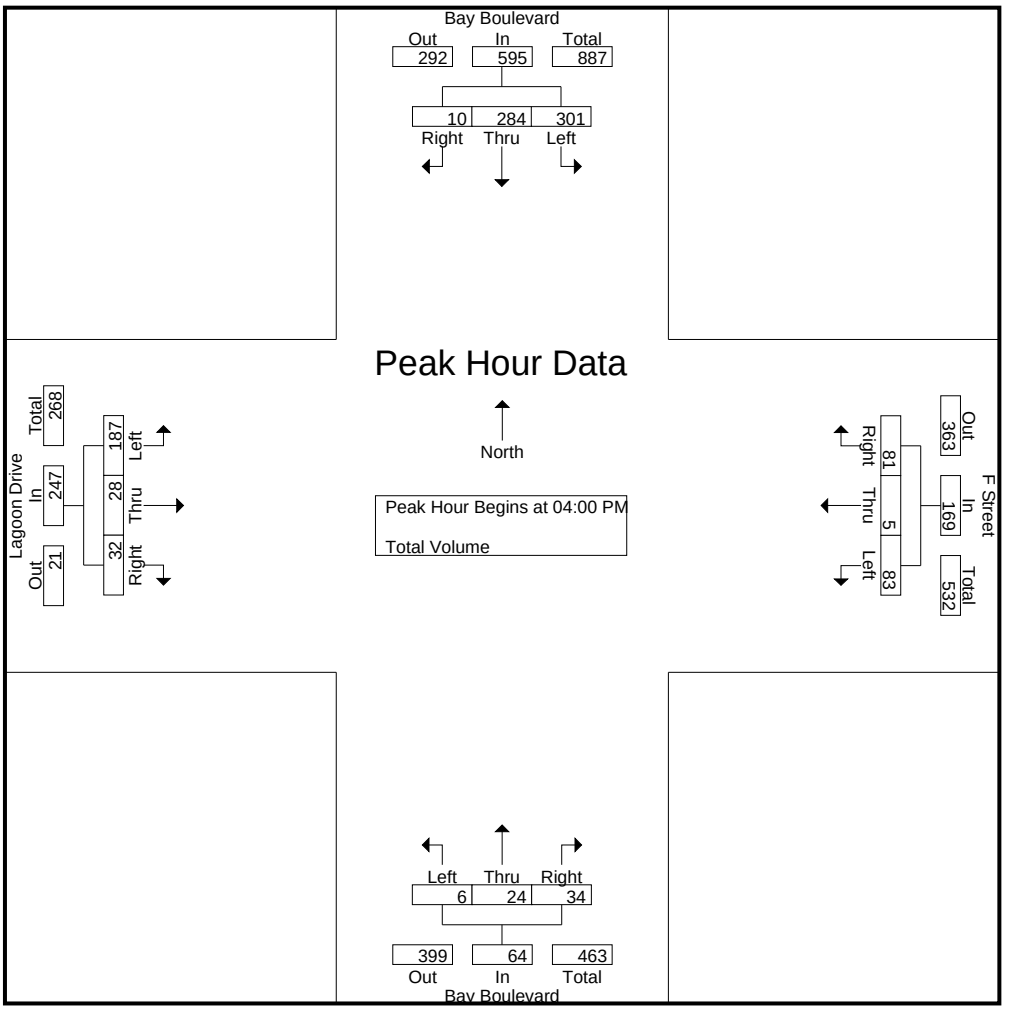
	Bay Boulevard Southbound				F Street Westbound				Bay Boulevard Northbound				Lagoon Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	70	60	2	132	27	3	33	63	2	4	13	19	62	7	11	80	294
04:15 PM	88	75	6	169	6	1	11	18	1	5	7	13	48	9	10	67	267
04:30 PM	65	58	1	124	26	0	17	43	1	8	2	11	36	4	8	48	226
04:45 PM	78	91	1	170	24	1	20	45	2	7	12	21	41	8	3	52	288
Total	301	284	10	595	83	5	81	169	6	24	34	64	187	28	32	247	1075
05:00 PM	63	71	3	137	11	0	24	35	0	4	10	14	47	1	4	52	238
05:15 PM	70	83	1	154	18	0	19	37	0	4	10	14	29	4	4	37	242
05:30 PM	70	92	2	164	15	0	18	33	0	5	9	14	19	2	2	23	234
05:45 PM	62	85	2	149	14	0	13	27	0	7	6	13	15	6	2	23	212
Total	265	331	8	604	58	0	74	132	0	20	35	55	110	13	12	135	926
Grand Total	566	615	18	1199	141	5	155	301	6	44	69	119	297	41	44	382	2001
Apprch %	47.2	51.3	1.5		46.8	1.7	51.5		5	37	58		77.7	10.7	11.5		
Total %	28.3	30.7	0.9	59.9	7	0.2	7.7	15	0.3	2.2	3.4	5.9	14.8	2	2.2	19.1	

	Bay Boulevard Southbound				F Street Westbound				Bay Boulevard Northbound				Lagoon Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	70	60	2	132	**27**	**3**	**33**	**63**	**2**	4	**13**	19	**62**	7	**11**	**80**	**294**
04:15 PM	**88**	75	**6**	169	6	1	11	18	1	5	7	13	48	**9**	10	67	267
04:30 PM	65	58	1	124	26	0	17	43	1	**8**	2	11	36	4	8	48	226
04:45 PM	78	**91**	1	**170**	24	1	20	45	2	7	12	**21**	41	8	3	52	288
Total Volume	301	284	10	595	83	5	81	169	6	24	34	64	187	28	32	247	1075
% App. Total	50.6	47.7	1.7		49.1	3	47.9		9.4	37.5	53.1		75.7	11.3	13		
PHF	.855	.780	.417	.875	.769	.417	.614	.671	.750	.750	.654	.762	.754	.778	.727	.772	.914

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City of Chula Vista
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Weather: Clear

File Name : 07_CVA_Bay_F PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**78**	91	1	**170**	**27**	**3**	**33**	**63**	**2**	4	**13**	19	**62**	7	**11**	**80**
+15 mins.	63	71	**3**	137	6	1	11	18	1	5	7	13	48	**9**	10	67
+30 mins.	70	83	1	154	26	0	17	43	1	**8**	2	11	36	4	8	48
+45 mins.	70	**92**	2	164	24	1	20	45	2	7	12	**21**	41	8	3	52
Total Volume	281	337	7	625	83	5	81	169	6	24	34	64	187	28	32	247
% App. Total	45	53.9	1.1		49.1	3	47.9		9.4	37.5	53.1		75.7	11.3	13	
PHF	.901	.916	.583	.919	.769	.417	.614	.671	.750	.750	.654	.762	.754	.778	.727	.772

Location: Chula Vista
N/S: Bay Boulevard
E/W: Lagoon Drive/F Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Bay Boulevard	East Leg F Street	South Leg Bay Boulevard	West Leg Lagoon Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	2	0	1	1	4
7:30 AM	0	0	0	0	0
7:45 AM	1	0	1	1	3
8:00 AM	0	1	1	0	2
8:15 AM	0	0	0	1	1
8:30 AM	3	1	1	1	6
8:45 AM	0	0	1	1	2
TOTAL VOLUMES:	8	2	5	5	20

	North Leg Bay Boulevard	East Leg F Street	South Leg Bay Boulevard	West Leg Lagoon Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	1	1	0	4
4:15 PM	1	0	0	0	1
4:30 PM	0	0	3	0	3
4:45 PM	2	2	1	0	5
5:00 PM	0	0	1	0	1
5:15 PM	2	0	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	10	3	6	0	19

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Location: Chula Vista
N/S: Bay Boulevard
E/W: Lagoon Drive/F Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Bay Boulevard			Westbound F Street			Northbound Bay Boulevard			Eastbound Lagoon Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	1	1	0	0	0	0	0	1	0	3
8:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	2	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	5	0	0	0	0	6
TOTAL VOLUMES:	1	7	0	1	2	0	0	12	0	0	1	0	24

	Southbound Bay Boulevard			Westbound F Street			Northbound Bay Boulevard			Eastbound Lagoon Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	3	0	0	0	1	0	1	0	0	2	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	3	0	0	1	1	0	1	0	6
5:30 PM	0	1	0	0	0	0	1	0	0	0	2	0	4
5:45 PM	1	2	0	0	0	0	0	1	0	0	0	0	4
TOTAL VOLUMES:	2	9	0	0	3	2	1	6	1	0	7	0	31

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: F Street
Weather: Clear

File Name : 25_CVA_Wood_F AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

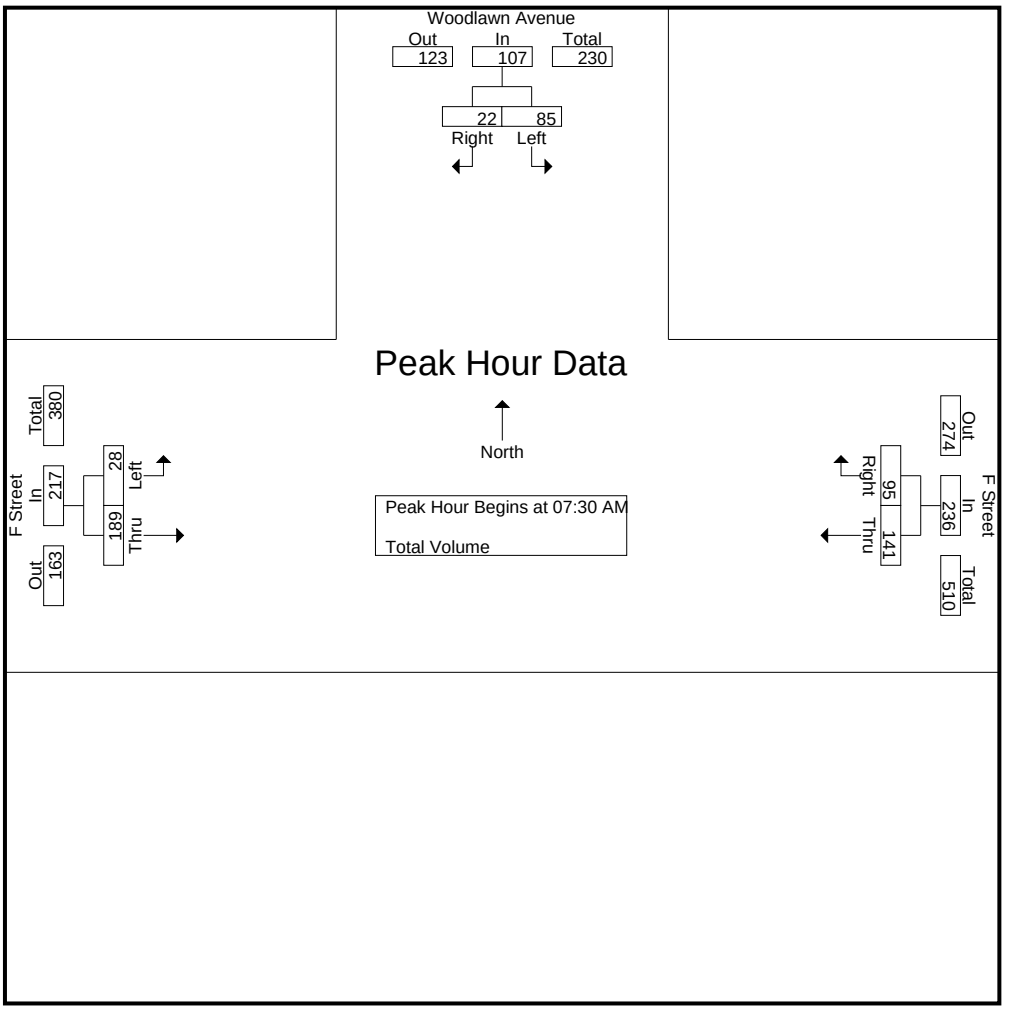
	Woodlawn Avenue Southbound			F Street Westbound			F Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	7	4	11	20	11	31	7	33	40	82
07:15 AM	8	0	8	29	27	56	4	35	39	103
07:30 AM	10	4	14	32	22	54	5	51	56	124
07:45 AM	27	7	34	41	28	69	8	53	61	164
Total	52	15	67	122	88	210	24	172	196	473
08:00 AM	37	6	43	43	28	71	10	39	49	163
08:15 AM	11	5	16	25	17	42	5	46	51	109
08:30 AM	12	3	15	26	19	45	1	39	40	100
08:45 AM	15	4	19	14	15	29	2	39	41	89
Total	75	18	93	108	79	187	18	163	181	461
Grand Total	127	33	160	230	167	397	42	335	377	934
Apprch %	79.4	20.6		57.9	42.1		11.1	88.9		
Total %	13.6	3.5	17.1	24.6	17.9	42.5	4.5	35.9	40.4	

	Woodlawn Avenue Southbound			F Street Westbound			F Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	10	4	14	32	22	54	5	51	56	124
07:45 AM	27	**7**	34	41	**28**	69	8	**53**	**61**	**164**
08:00 AM	**37**	6	**43**	**43**	28	**71**	**10**	39	49	163
08:15 AM	11	5	16	25	17	42	5	46	51	109
Total Volume	85	22	107	141	95	236	28	189	217	560
% App. Total	79.4	20.6		59.7	40.3		12.9	87.1		
PHF	.574	.786	.622	.820	.848	.831	.700	.892	.889	.854

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City of Chula Vista
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Weather: Clear

File Name : 25_CVA_Wood_F AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:30 AM		
+0 mins.	27	**7**	34	29	27	56	5	51	56
+15 mins.	**37**	6	**43**	32	22	54	8	**53**	**61**
+30 mins.	11	5	16	41	**28**	69	**10**	39	49
+45 mins.	12	3	15	**43**	28	**71**	5	46	51
Total Volume	87	21	108	145	105	250	28	189	217
% App. Total	80.6	19.4		58	42		12.9	87.1	
PHF	.588	.750	.628	.843	.938	.880	.700	.892	.889

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: F Street
Weather: Clear

File Name : 25_CVA_Wood_F PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

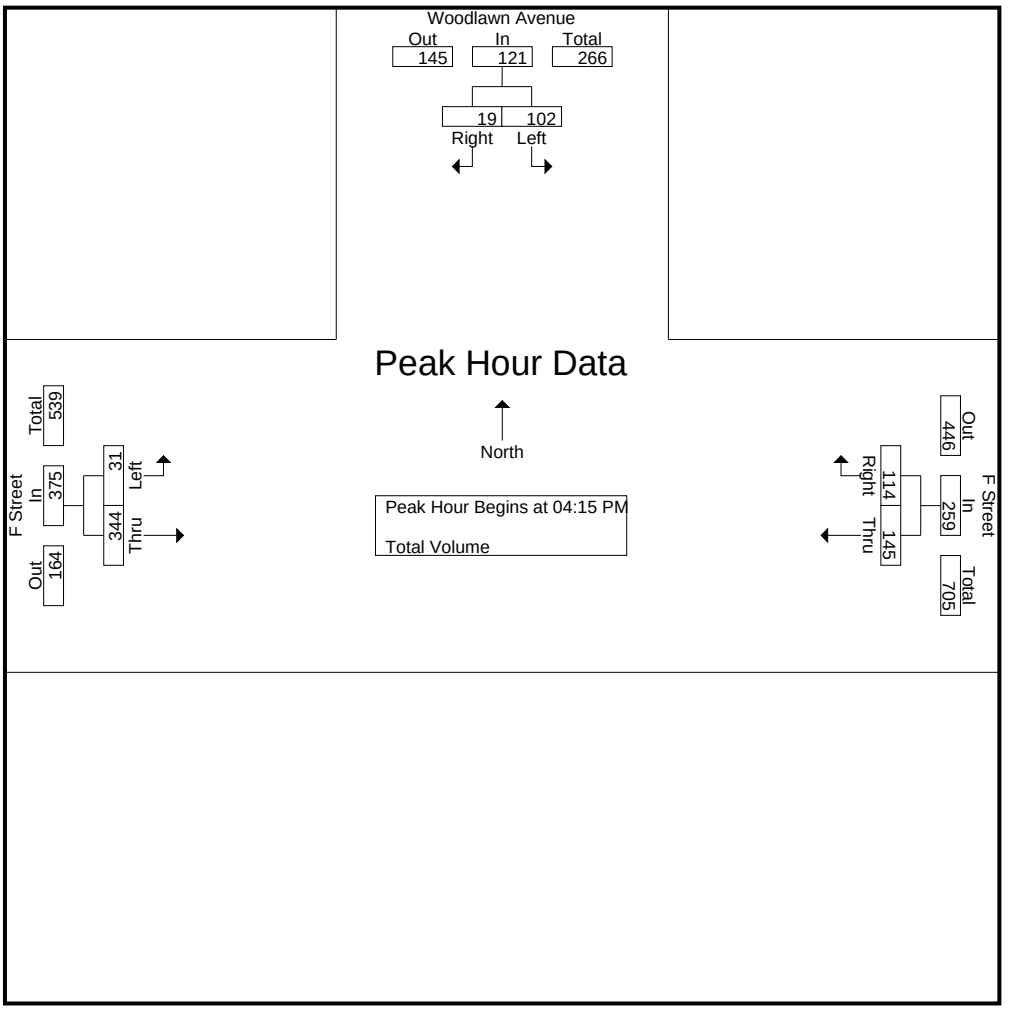
	Woodlawn Avenue Southbound			F Street Westbound			F Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	22	6	28	21	21	42	10	101	111	181
04:15 PM	23	5	28	28	31	59	7	90	97	184
04:30 PM	35	3	38	36	25	61	7	86	93	192
04:45 PM	20	6	26	38	27	65	12	94	106	197
Total	100	20	120	123	104	227	36	371	407	754
05:00 PM	24	5	29	43	31	74	5	74	79	182
05:15 PM	21	7	28	26	24	50	5	82	87	165
05:30 PM	22	8	30	26	27	53	5	70	75	158
05:45 PM	14	5	19	24	23	47	4	58	62	128
Total	81	25	106	119	105	224	19	284	303	633
Grand Total	181	45	226	242	209	451	55	655	710	1387
Apprch %	80.1	19.9		53.7	46.3		7.7	92.3		
Total %	13	3.2	16.3	17.4	15.1	32.5	4	47.2	51.2	

	Woodlawn Avenue Southbound			F Street Westbound			F Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	23	5	28	28	**31**	59	7	90	97	184
04:30 PM	**35**	3	**38**	36	25	61	7	86	93	192
04:45 PM	20	**6**	26	38	27	65	**12**	**94**	**106**	**197**
05:00 PM	24	5	29	**43**	31	**74**	5	74	79	182
Total Volume	102	19	121	145	114	259	31	344	375	755
% App. Total	84.3	15.7		56	44		8.3	91.7		
PHF	.729	.792	.796	.843	.919	.875	.646	.915	.884	.958

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: F Street
Weather: Clear

File Name : 25_CVA_Wood_F PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:00 PM		
+0 mins.	23	5	28	28	**31**	59	10	**101**	**111**
+15 mins.	**35**	3	**38**	36	25	61	7	90	97
+30 mins.	20	**6**	26	38	27	65	7	86	93
+45 mins.	24	5	29	**43**	31	**74**	**12**	94	106
Total Volume	102	19	121	145	114	259	36	371	407
% App. Total	84.3	15.7		56	44		8.8	91.2	
PHF	.729	.792	.796	.843	.919	.875	.750	.918	.917

Location: Chula Vista
N/S: Woodlawn Avenue
E/W: F Street

Date: 2/23/2023
Day: Thursday

PEDESTRIANS

	North Leg Woodlawn Avenue	East Leg F Street	South Leg Dead End	West Leg F Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	3	3
7:30 AM	0	0	0	3	3
7:45 AM	1	0	0	1	2
8:00 AM	1	0	0	3	4
8:15 AM	0	0	0	3	3
8:30 AM	2	0	0	1	3
8:45 AM	3	0	0	3	6
TOTAL VOLUMES:	7	0	0	19	26

	North Leg Woodlawn Avenue	East Leg F Street	South Leg Dead End	West Leg F Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	5	6
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	9	9
4:45 PM	1	1	0	1	3
5:00 PM	4	2	0	5	11
5:15 PM	0	0	0	2	2
5:30 PM	1	0	0	3	4
5:45 PM	0	1	0	2	3
TOTAL VOLUMES:	7	4	0	29	40

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Location: Chula Vista
N/S: Woodlawn Avenue
E/W: F Street

Date: 2/23/2023
Day: Thursday

BICYCLES

	Southbound Woodlawn Avenue			Westbound F Street			Northbound Dead End			Eastbound F Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	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
7:30 AM	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
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	1	0	0	0	0	0	0	2

	Southbound Woodlawn Avenue			Westbound F Street			Northbound Dead End			Eastbound F Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	1	0	0	0	1	0	0	0	0	1	4	0	7

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City of Chula Vista
N/S: Broadway
E/W: F Street
Weather: Clear

File Name : 08_CVA_Bro_F AM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

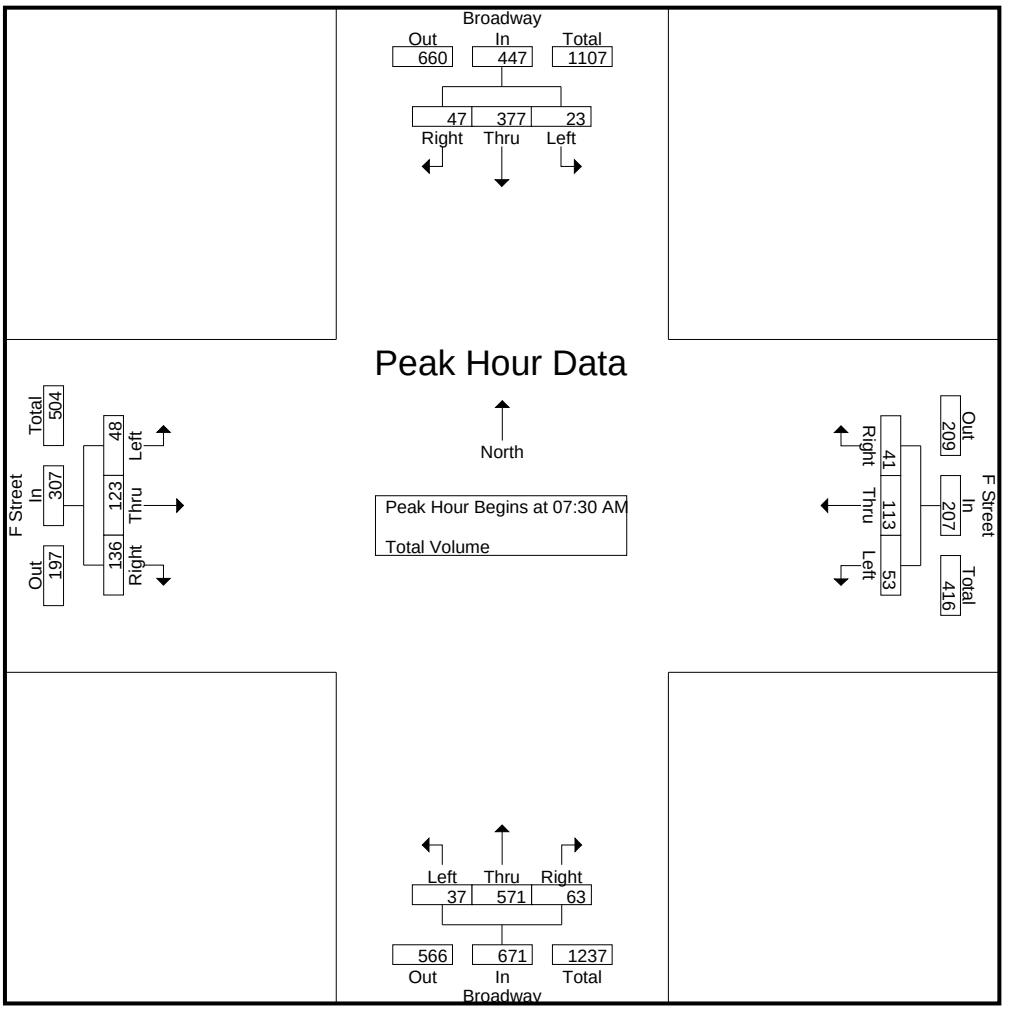
	Broadway Southbound				F Street Westbound				Broadway Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	37	7	46	11	16	5	32	10	140	6	156	11	11	10	32	266
07:15 AM	2	50	7	59	8	24	9	41	7	157	7	171	15	18	20	53	324
07:30 AM	2	88	9	99	15	22	11	48	8	171	8	187	12	21	29	62	396
07:45 AM	3	92	9	104	18	27	8	53	4	155	21	180	16	48	47	111	448
Total	9	267	32	308	52	89	33	174	29	623	42	694	54	98	106	258	1434
08:00 AM	9	117	21	147	14	40	13	67	9	128	17	154	13	24	37	74	442
08:15 AM	9	80	8	97	6	24	9	39	16	117	17	150	7	30	23	60	346
08:30 AM	6	49	6	61	17	11	10	38	12	123	8	143	4	27	18	49	291
08:45 AM	6	72	7	85	21	20	9	50	13	111	11	135	5	19	35	59	329
Total	30	318	42	390	58	95	41	194	50	479	53	582	29	100	113	242	1408
Grand Total	39	585	74	698	110	184	74	368	79	1102	95	1276	83	198	219	500	2842
Apprch %	5.6	83.8	10.6		29.9	50	20.1		6.2	86.4	7.4		16.6	39.6	43.8		
Total %	1.4	20.6	2.6	24.6	3.9	6.5	2.6	12.9	2.8	38.8	3.3	44.9	2.9	7	7.7	17.6	

	Broadway Southbound				F Street Westbound				Broadway Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	88	9	99	15	22	11	48	8	**171**	8	**187**	12	21	29	62	396
07:45 AM	3	92	9	104	**18**	27	8	53	4	155	**21**	180	**16**	**48**	**47**	**111**	**448**
08:00 AM	**9**	**117**	**21**	**147**	14	**40**	**13**	**67**	9	128	17	154	13	24	37	74	442
08:15 AM	9	80	8	97	6	24	9	39	**16**	117	17	150	7	30	23	60	346
Total Volume	23	377	47	447	53	113	41	207	37	571	63	671	48	123	136	307	1632
% App. Total	5.1	84.3	10.5		25.6	54.6	19.8		5.5	85.1	9.4		15.6	40.1	44.3		
PHF	.639	.806	.560	.760	.736	.706	.788	.772	.578	.835	.750	.897	.750	.641	.723	.691	.911

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City of Chula Vista
N/S: Broadway
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File Name : 08_CVA_Bro_F AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	2	88	9	99	8	24	9	41	**10**	140	6	156	12	21	29	62
+15 mins.	3	92	9	104	15	22	11	48	7	157	7	171	**16**	**48**	**47**	**111**
+30 mins.	**9**	**117**	**21**	**147**	**18**	27	8	53	8	**171**	8	**187**	13	24	37	74
+45 mins.	9	80	8	97	14	**40**	**13**	**67**	4	155	**21**	180	7	30	23	60
Total Volume	23	377	47	447	55	113	41	209	29	623	42	694	48	123	136	307
% App. Total	5.1	84.3	10.5		26.3	54.1	19.6		4.2	89.8	6.1		15.6	40.1	44.3	
PHF	.639	.806	.560	.760	.764	.706	.788	.780	.725	.911	.500	.928	.750	.641	.723	.691

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File Name : 08_CVA_Bro_F PM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

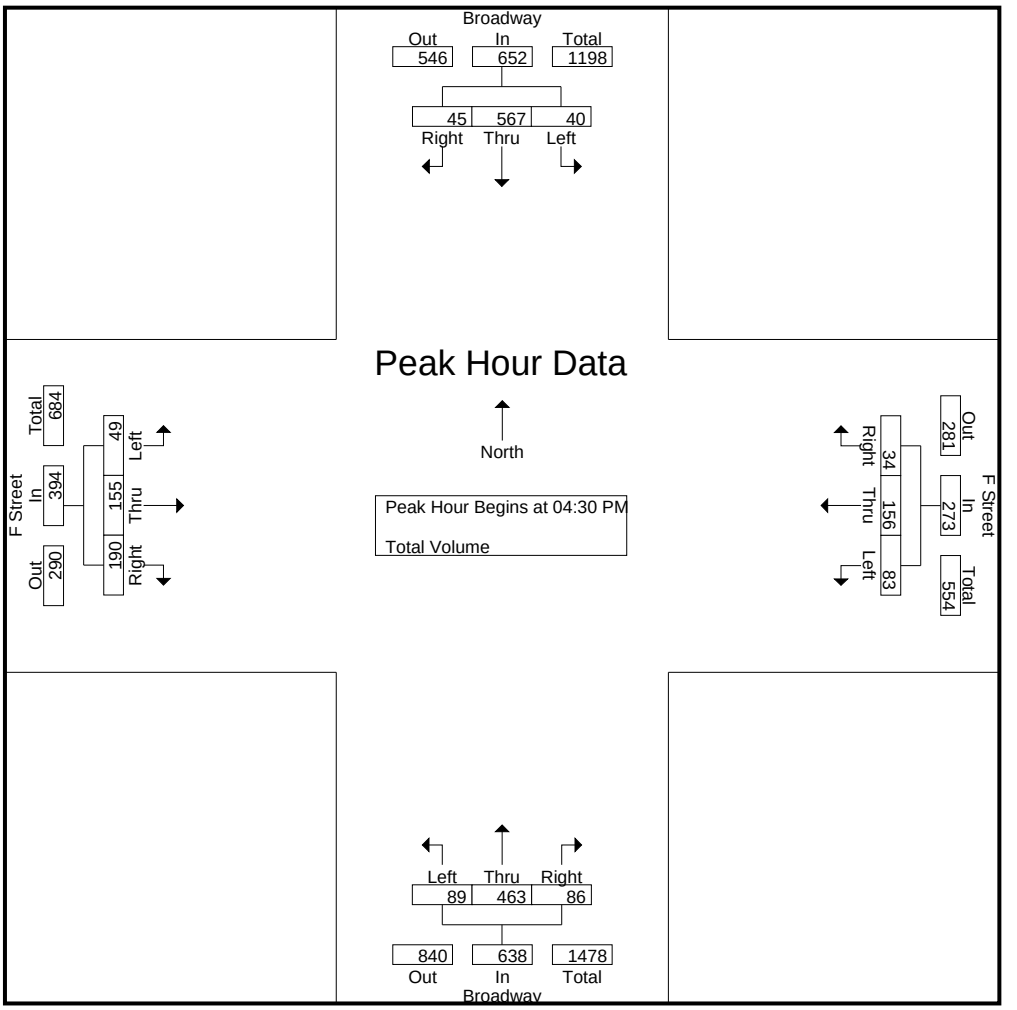
	Broadway Southbound				F Street Westbound				Broadway Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	147	10	167	21	31	18	70	21	120	14	155	17	44	59	120	512
04:15 PM	8	166	7	181	15	25	11	51	7	115	24	146	6	50	55	111	489
04:30 PM	10	127	17	154	20	42	10	72	16	117	20	153	10	41	43	94	473
04:45 PM	12	138	16	166	16	28	7	51	26	110	18	154	9	37	50	96	467
Total	40	578	50	668	72	126	46	244	70	462	76	608	42	172	207	421	1941
05:00 PM	9	153	4	166	29	46	11	86	25	110	24	159	16	36	48	100	511
05:15 PM	9	149	8	166	18	40	6	64	22	126	24	172	14	41	49	104	506
05:30 PM	10	138	14	162	22	21	14	57	14	117	21	152	14	37	47	98	469
05:45 PM	9	160	14	183	15	27	8	50	14	113	12	139	10	27	39	76	448
Total	37	600	40	677	84	134	39	257	75	466	81	622	54	141	183	378	1934
Grand Total	77	1178	90	1345	156	260	85	501	145	928	157	1230	96	313	390	799	3875
Apprch %	5.7	87.6	6.7		31.1	51.9	17		11.8	75.4	12.8		12	39.2	48.8		
Total %	2	30.4	2.3	34.7	4	6.7	2.2	12.9	3.7	23.9	4.1	31.7	2.5	8.1	10.1	20.6	

	Broadway Southbound				F Street Westbound				Broadway Northbound				F Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	127	**17**	154	20	42	10	72	16	117	20	153	10	**41**	43	94	473
04:45 PM	**12**	138	16	**166**	16	28	7	51	**26**	110	18	154	9	37	**50**	96	467
05:00 PM	9	**153**	4	166	**29**	**46**	**11**	**86**	25	110	**24**	159	**16**	36	48	100	**511**
05:15 PM	9	149	8	166	18	40	6	64	22	**126**	24	**172**	14	41	49	**104**	506
Total Volume	40	567	45	652	83	156	34	273	89	463	86	638	49	155	190	394	1957
% App. Total	6.1	87	6.9		30.4	57.1	12.5		13.9	72.6	13.5		12.4	39.3	48.2		
PHF	.833	.926	.662	.982	.716	.848	.773	.794	.856	.919	.896	.927	.766	.945	.950	.947	.957

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City of Chula Vista
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File Name : 08_CVA_Bro_F PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	9	153	4	166	20	42	10	72	16	117	20	153	**17**	44	**59**	**120**
+15 mins.	9	149	8	166	16	28	7	51	**26**	110	18	154	6	**50**	55	111
+30 mins.	**10**	138	**14**	162	**29**	**46**	**11**	**86**	25	110	**24**	159	10	41	43	94
+45 mins.	9	**160**	14	**183**	18	40	6	64	22	**126**	24	**172**	9	37	50	96
Total Volume	37	600	40	677	83	156	34	273	89	463	86	638	42	172	207	421
% App. Total	5.5	88.6	5.9		30.4	57.1	12.5		13.9	72.6	13.5		10	40.9	49.2	
PHF	.925	.938	.714	.925	.716	.848	.773	.794	.856	.919	.896	.927	.618	.860	.877	.877

Location: Chula Vista
N/S: Broadway
E/W: F Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Broadway	East Leg F Street	South Leg Broadway	West Leg F Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	3	0	4	11
7:15 AM	3	3	3	3	12
7:30 AM	7	4	4	4	19
7:45 AM	4	0	5	6	15
8:00 AM	5	3	7	3	18
8:15 AM	2	1	0	2	5
8:30 AM	3	2	1	5	11
8:45 AM	4	1	2	1	8
TOTAL VOLUMES:	32	17	22	28	99

	North Leg Broadway	East Leg F Street	South Leg Broadway	West Leg F Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	1	1	5	9
4:15 PM	0	4	3	5	12
4:30 PM	1	0	7	11	19
4:45 PM	1	1	7	9	18
5:00 PM	9	3	5	6	23
5:15 PM	6	2	5	6	19
5:30 PM	6	1	4	4	15
5:45 PM	10	10	4	8	32
TOTAL VOLUMES:	35	22	36	54	147

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Location: Chula Vista
N/S: Broadway
E/W: F Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Broadway			Westbound F Street			Northbound Broadway			Eastbound F Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2	0	1	1	0	0	0	1	7

	Southbound Broadway			Westbound F Street			Northbound Broadway			Eastbound F Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	1	0	0	1	0	0	0	1	0	4	0	8
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	2	1	1	0	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	1	0	3
5:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
5:45 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
TOTAL VOLUMES:	2	2	1	1	4	0	2	4	2	0	6	2	26

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City of Chula Vista
N/S: Bay Boulevard
E/W: G Street
Weather: Clear

File Name : 10_CVA_Bay_G AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

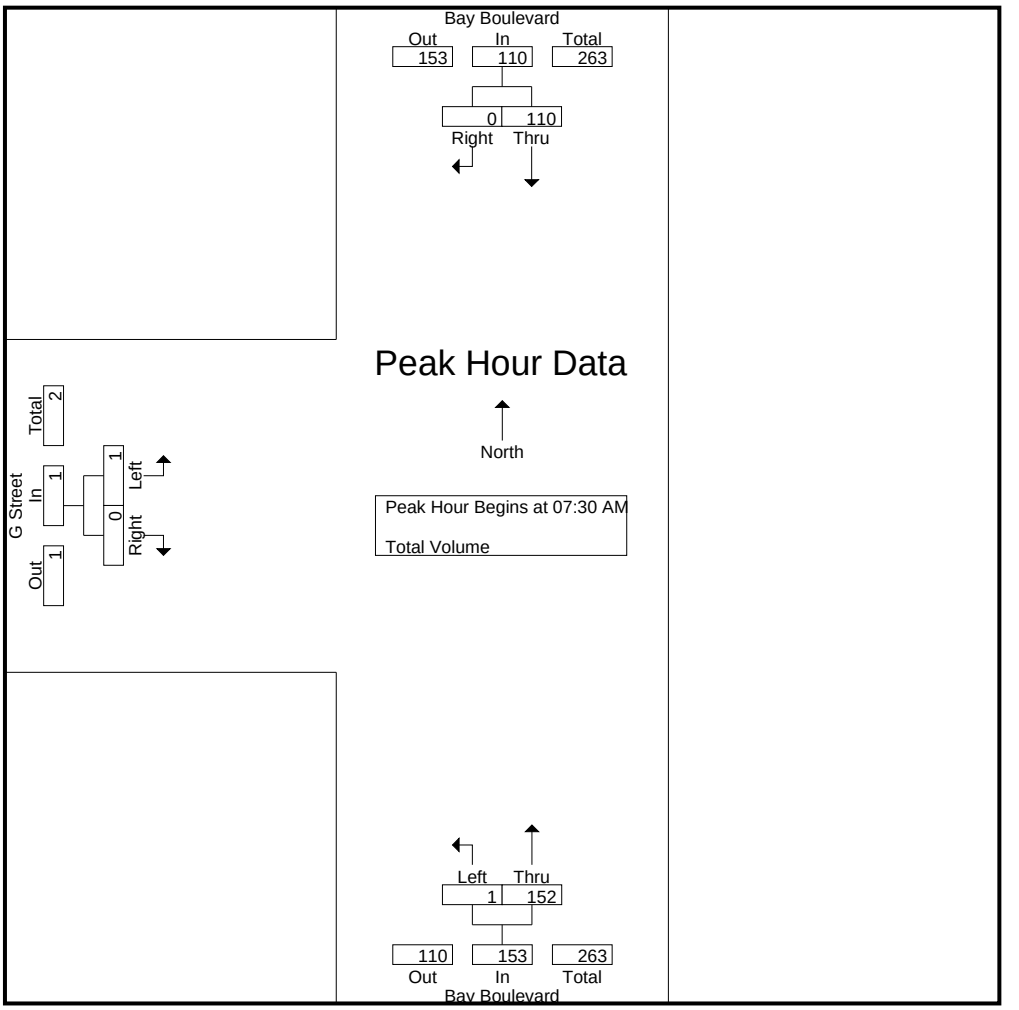
	Bay Boulevard Southbound			Bay Boulevard Northbound			G Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	19	0	19	0	25	25	0	0	0	44
07:15 AM	26	0	26	0	27	27	0	0	0	53
07:30 AM	18	0	18	1	51	52	1	0	1	71
07:45 AM	27	0	27	0	39	39	0	0	0	66
Total	90	0	90	1	142	143	1	0	1	234
08:00 AM	39	0	39	0	34	34	0	0	0	73
08:15 AM	26	0	26	0	28	28	0	0	0	54
08:30 AM	11	0	11	0	14	14	0	0	0	25
08:45 AM	17	0	17	0	22	22	0	0	0	39
Total	93	0	93	0	98	98	0	0	0	191
Grand Total	183	0	183	1	240	241	1	0	1	425
Apprch %	100	0		0.4	99.6		100	0		
Total %	43.1	0	43.1	0.2	56.5	56.7	0.2	0	0.2	

	Bay Boulevard Southbound			Bay Boulevard Northbound			G Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	18	0	18	**1**	**51**	**52**	**1**	0	**1**	71
07:45 AM	27	0	27	0	39	39	0	0	0	66
08:00 AM	**39**	0	**39**	0	34	34	0	0	0	**73**
08:15 AM	26	0	26	0	28	28	0	0	0	54
Total Volume	110	0	110	1	152	153	1	0	1	264
% App. Total	100	0		0.7	99.3		100	0		
PHF	.705	.000	.705	.250	.745	.736	.250	.000	.250	.904

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City of Chula Vista
N/S: Bay Boulevard
E/W: G Street
Weather: Clear

File Name : 10_CVA_Bay_G AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:00 AM		
+0 mins.	26	0	26	**1**	**51**	**52**	0	0	0
+15 mins.	18	0	18	0	39	39	0	0	0
+30 mins.	27	0	27	0	34	34	**1**	0	**1**
+45 mins.	**39**	0	**39**	0	28	28	0	0	0
Total Volume	110	0	110	1	152	153	1	0	1
% App. Total	100	0		0.7	99.3		100	0	
PHF	.705	.000	.705	.250	.745	.736	.250	.000	.250

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City of Chula Vista
N/S: Bay Boulevard
E/W: G Street
Weather: Clear

File Name : 10_CVA_Bay_G PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

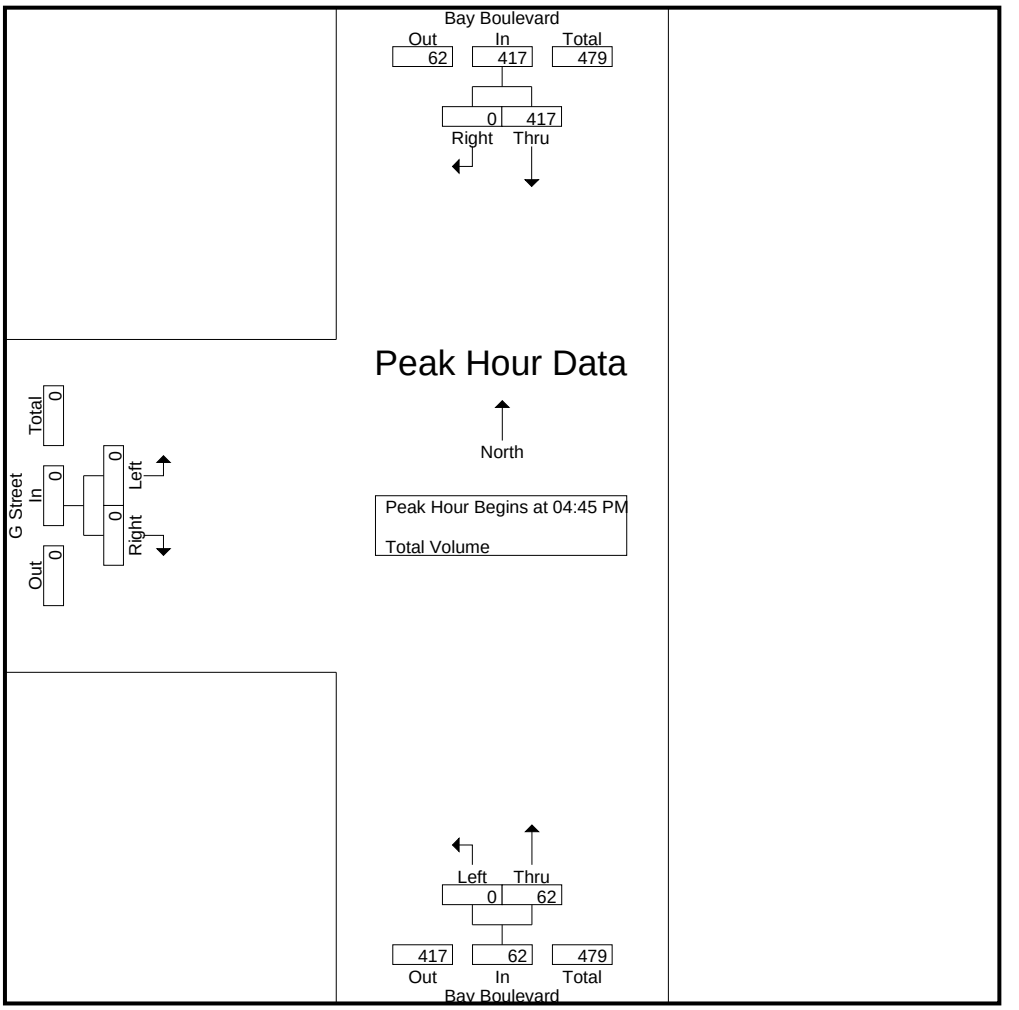
	Bay Boulevard Southbound			Bay Boulevard Northbound			G Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	99	0	99	0	16	16	1	0	1	116
04:15 PM	92	0	92	0	12	12	0	0	0	104
04:30 PM	90	0	90	0	11	11	0	0	0	101
04:45 PM	118	0	118	0	21	21	0	0	0	139
Total	399	0	399	0	60	60	1	0	1	460
05:00 PM	89	0	89	0	13	13	0	0	0	102
05:15 PM	102	0	102	0	14	14	0	0	0	116
05:30 PM	108	0	108	0	14	14	0	0	0	122
05:45 PM	101	0	101	0	11	11	0	0	0	112
Total	400	0	400	0	52	52	0	0	0	452
Grand Total	799	0	799	0	112	112	1	0	1	912
Apprch %	100	0		0	100		100	0		
Total %	87.6	0	87.6	0	12.3	12.3	0.1	0	0.1	

	Bay Boulevard Southbound			Bay Boulevard Northbound			G Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**118**	0	**118**	0	**21**	**21**	0	0	0	**139**
05:00 PM	89	0	89	0	13	13	0	0	0	102
05:15 PM	102	0	102	0	14	14	0	0	0	116
05:30 PM	108	0	108	0	14	14	0	0	0	122
Total Volume	417	0	417	0	62	62	0	0	0	479
% App. Total	100	0		0	100		0	0		
PHF	.883	.000	.883	.000	.738	.738	.000	.000	.000	.862

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City of Chula Vista
N/S: Bay Boulevard
E/W: G Street
Weather: Clear

File Name : 10_CVA_Bay_G PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:00 PM		
+0 mins.	**118**	0	**118**	0	**21**	**21**	**1**	0	**1**
+15 mins.	89	0	89	0	13	13	0	0	0
+30 mins.	102	0	102	0	14	14	0	0	0
+45 mins.	108	0	108	0	14	14	0	0	0
Total Volume	417	0	417	0	62	62	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.883	.000	.883	.000	.738	.738	.250	.000	.250

Location: Chula Vista
N/S: Bay Boulevard
E/W: G Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Bay Boulevard	East Leg G Street	South Leg Bay Boulevard	West Leg G Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Bay Boulevard	East Leg G Street	South Leg Bay Boulevard	West Leg G Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

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Location: Chula Vista
N/S: Bay Boulevard
E/W: G Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Bay Boulevard			Westbound G Street			Northbound Bay Boulevard			Eastbound G Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:30 AM	0	3	0	0	0	0	1	0	0	0	0	1	5
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	2	0	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
TOTAL VOLUMES:	0	7	0	0	0	0	2	11	0	0	0	2	22

	Southbound Bay Boulevard			Westbound G Street			Northbound Bay Boulevard			Eastbound G Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
TOTAL VOLUMES:	0	9	0	0	0	0	1	8	0	0	0	1	19

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City of Chula Vista
N/S: Bay Boulevard
E/W: H Street
Weather: Clear

File Name : 11_CVA_Bay_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

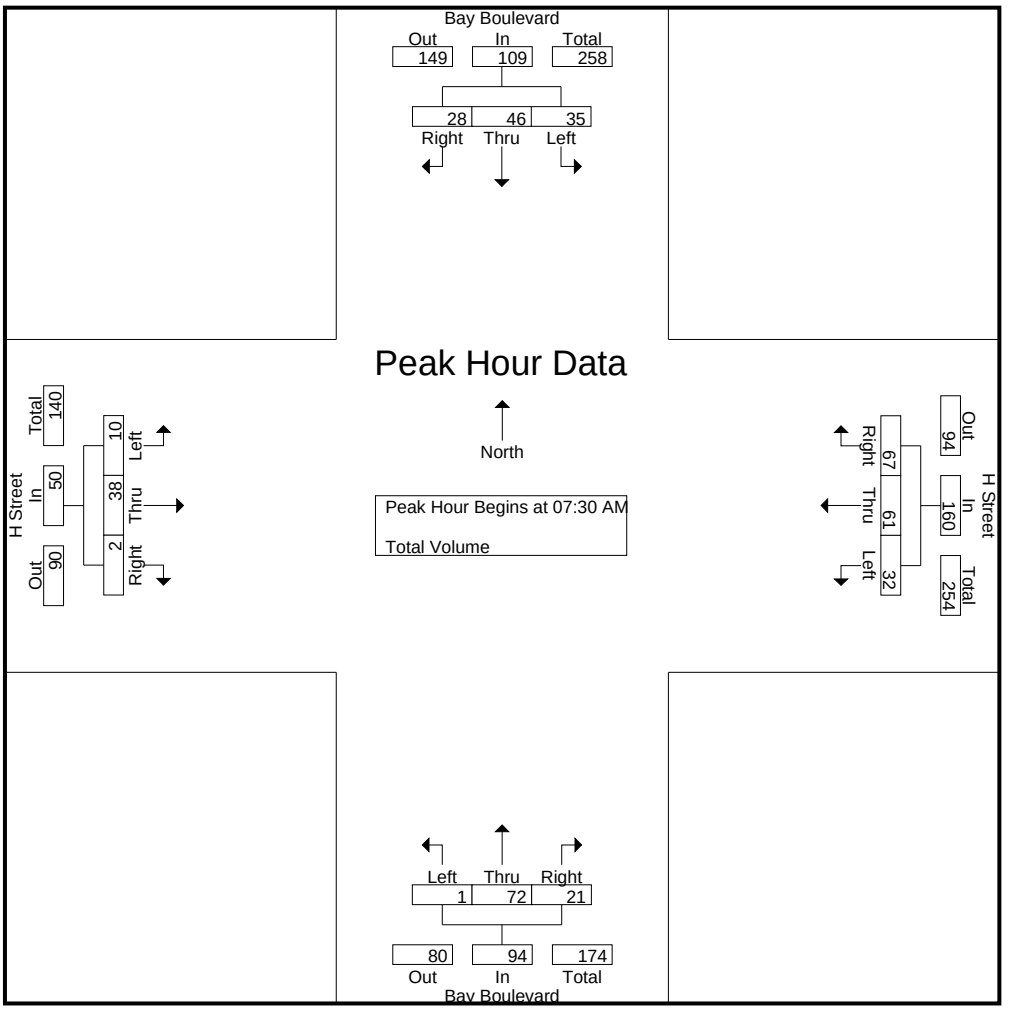
	Bay Boulevard Southbound				H Street Westbound				Bay Boulevard Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	2	10	20	2	24	10	36	0	7	0	7	10	8	1	19	82
07:15 AM	5	5	16	26	2	22	11	35	1	16	1	18	1	5	0	6	85
07:30 AM	8	5	5	18	2	11	30	43	0	17	5	22	3	11	1	15	98
07:45 AM	9	11	6	26	8	14	14	36	0	21	4	25	4	5	1	10	97
Total	30	23	37	90	14	71	65	150	1	61	10	72	18	29	3	50	362
08:00 AM	6	20	11	37	9	24	11	44	0	18	4	22	1	10	0	11	114
08:15 AM	12	10	6	28	13	12	12	37	1	16	8	25	2	12	0	14	104
08:30 AM	3	2	5	10	5	11	6	22	0	8	10	18	0	8	0	8	58
08:45 AM	2	3	12	17	8	20	14	42	0	6	3	9	1	15	1	17	85
Total	23	35	34	92	35	67	43	145	1	48	25	74	4	45	1	50	361
Grand Total	53	58	71	182	49	138	108	295	2	109	35	146	22	74	4	100	723
Apprch %	29.1	31.9	39		16.6	46.8	36.6		1.4	74.7	24		22	74	4		
Total %	7.3	8	9.8	25.2	6.8	19.1	14.9	40.8	0.3	15.1	4.8	20.2	3	10.2	0.6	13.8	

	Bay Boulevard Southbound				H Street Westbound				Bay Boulevard Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	5	5	18	2	11	**30**	43	0	17	5	22	3	11	**1**	**15**	98
07:45 AM	9	11	6	26	8	14	14	36	0	**21**	4	**25**	**4**	5	1	10	97
08:00 AM	6	**20**	**11**	**37**	9	**24**	11	**44**	0	18	4	22	1	10	0	11	**114**
08:15 AM	**12**	10	6	28	**13**	12	12	37	**1**	16	**8**	25	2	**12**	0	14	104
Total Volume	35	46	28	109	32	61	67	160	1	72	21	94	10	38	2	50	413
% App. Total	32.1	42.2	25.7		20	38.1	41.9		1.1	76.6	22.3		20	76	4		
PHF	.729	.575	.636	.736	.615	.635	.558	.909	.250	.857	.656	.940	.625	.792	.500	.833	.906

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City of Chula Vista
N/S: Bay Boulevard
E/W: H Street
Weather: Clear

File Name : 11_CVA_Bay_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	8	5	5	18	2	11	**30**	43	0	17	5	22	**10**	8	**1**	**19**
+15 mins.	9	11	6	26	8	14	14	36	0	**21**	4	**25**	1	5	0	6
+30 mins.	6	**20**	**11**	**37**	9	**24**	11	**44**	0	18	4	22	3	**11**	1	15
+45 mins.	**12**	10	6	28	**13**	12	12	37	**1**	16	**8**	25	4	5	1	10
Total Volume	35	46	28	109	32	61	67	160	1	72	21	94	18	29	3	50
% App. Total	32.1	42.2	25.7		20	38.1	41.9		1.1	76.6	22.3		36	58	6	
PHF	.729	.575	.636	.736	.615	.635	.558	.909	.250	.857	.656	.940	.450	.659	.750	.658

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City of Chula Vista
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File Name : 11_CVA_Bay_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

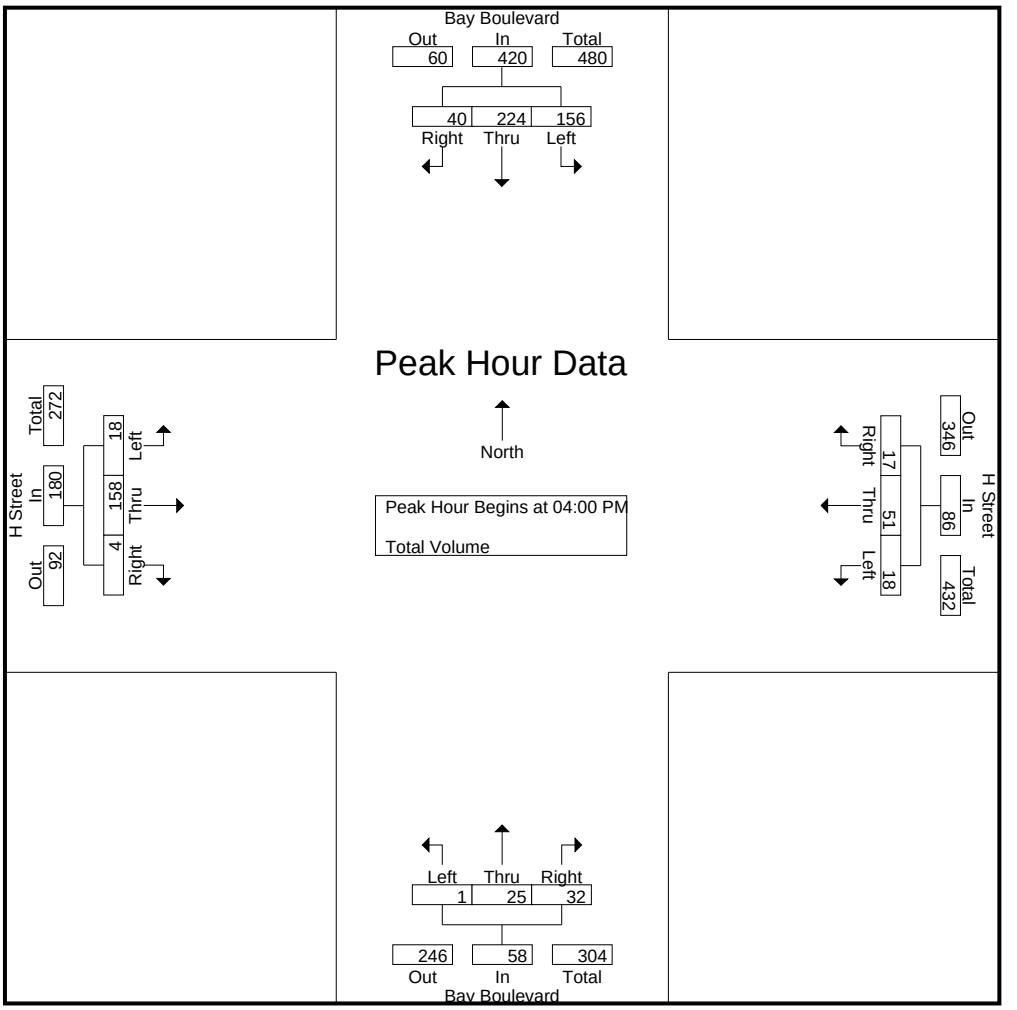
	Bay Boulevard Southbound				H Street Westbound				Bay Boulevard Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	52	18	101	4	7	2	13	1	10	6	17	5	52	1	58	189
04:15 PM	49	70	9	128	6	13	3	22	0	6	4	10	2	38	2	42	202
04:30 PM	28	30	4	62	3	14	5	22	0	4	14	18	3	37	0	40	142
04:45 PM	48	72	9	129	5	17	7	29	0	5	8	13	8	31	1	40	211
Total	156	224	40	420	18	51	17	86	1	25	32	58	18	158	4	180	744
05:00 PM	40	44	12	96	10	15	4	29	0	5	7	12	5	37	2	44	181
05:15 PM	38	45	9	92	6	12	1	19	0	5	7	12	3	35	0	38	161
05:30 PM	38	60	9	107	8	7	0	15	0	8	6	14	3	29	1	33	169
05:45 PM	32	51	3	86	2	12	7	21	0	3	5	8	2	28	1	31	146
Total	148	200	33	381	26	46	12	84	0	21	25	46	13	129	4	146	657
Grand Total	304	424	73	801	44	97	29	170	1	46	57	104	31	287	8	326	1401
Apprch %	38	52.9	9.1		25.9	57.1	17.1		1	44.2	54.8		9.5	88	2.5		
Total %	21.7	30.3	5.2	57.2	3.1	6.9	2.1	12.1	0.1	3.3	4.1	7.4	2.2	20.5	0.6	23.3	

	Bay Boulevard Southbound				H Street Westbound				Bay Boulevard Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	31	52	**18**	101	4	7	2	13	**1**	**10**	6	17	5	**52**	1	**58**	189
04:15 PM	**49**	70	9	128	**6**	13	3	22	0	6	4	10	2	38	**2**	42	202
04:30 PM	28	30	4	62	3	14	5	22	0	4	**14**	**18**	3	37	0	40	142
04:45 PM	48	**72**	9	**129**	5	**17**	**7**	**29**	0	5	8	13	**8**	31	1	40	**211**
Total Volume	156	224	40	420	18	51	17	86	1	25	32	58	18	158	4	180	744
% App. Total	37.1	53.3	9.5		20.9	59.3	19.8		1.7	43.1	55.2		10	87.8	2.2		
PHF	.796	.778	.556	.814	.750	.750	.607	.741	.250	.625	.571	.806	.563	.760	.500	.776	.882

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City of Chula Vista
N/S: Bay Boulevard
E/W: H Street
Weather: Clear

File Name : 11_CVA_Bay_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**48**	**72**	9	**129**	6	13	3	22	**1**	**10**	6	17	5	**52**	1	**58**
+15 mins.	40	44	**12**	96	3	14	5	22	0	6	4	10	2	38	**2**	42
+30 mins.	38	45	9	92	5	**17**	**7**	**29**	0	4	**14**	**18**	3	37	0	40
+45 mins.	38	60	9	107	**10**	15	4	29	0	5	8	13	**8**	31	1	40
Total Volume	164	221	39	424	24	59	19	102	1	25	32	58	18	158	4	180
% App. Total	38.7	52.1	9.2		23.5	57.8	18.6		1.7	43.1	55.2		10	87.8	2.2	
PHF	.854	.767	.813	.822	.600	.868	.679	.879	.250	.625	.571	.806	.563	.760	.500	.776

Location: Chula Vista
N/S: Bay Boulevard
E/W: H Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Bay Boulevard	East Leg H Street	South Leg Bay Boulevard	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	5	0	3	2	10
7:15 AM	6	0	0	3	9
7:30 AM	5	0	0	5	10
7:45 AM	3	0	1	3	7
8:00 AM	4	0	3	3	10
8:15 AM	2	0	0	2	4
8:30 AM	3	0	1	1	5
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	28	0	10	19	57

	North Leg Bay Boulevard	East Leg H Street	South Leg Bay Boulevard	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	5	0	12	1	18
4:15 PM	0	0	2	0	2
4:30 PM	5	0	3	1	9
4:45 PM	2	0	0	1	3
5:00 PM	0	0	1	0	1
5:15 PM	3	0	3	1	7
5:30 PM	2	0	5	0	7
5:45 PM	3	0	1	1	5
TOTAL VOLUMES:	20	0	27	5	52

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Location: Chula Vista
N/S: Bay Boulevard
E/W: H Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Bay Boulevard			Westbound H Street			Northbound Bay Boulevard			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
7:30 AM	0	2	1	0	0	0	0	0	0	1	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	1	0	0	0	0	2	0	1	0	0	4
8:30 AM	0	0	1	0	0	0	0	1	0	1	0	0	3
8:45 AM	0	0	0	0	1	0	0	0	0	5	0	0	6
TOTAL VOLUMES:	0	3	6	0	1	0	0	4	0	8	0	0	22

	Southbound Bay Boulevard			Westbound H Street			Northbound Bay Boulevard			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	2	0	0	0	0	1	0	0	3	2	9
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
5:00 PM	0	0	1	0	0	0	0	1	0	1	1	0	4
5:15 PM	0	0	0	0	1	0	0	0	0	2	1	0	4
5:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
TOTAL VOLUMES:	0	5	3	3	2	0	0	6	1	3	6	2	31

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: H Street
Weather: Clear

File Name : 12_CVA_5S_H AM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

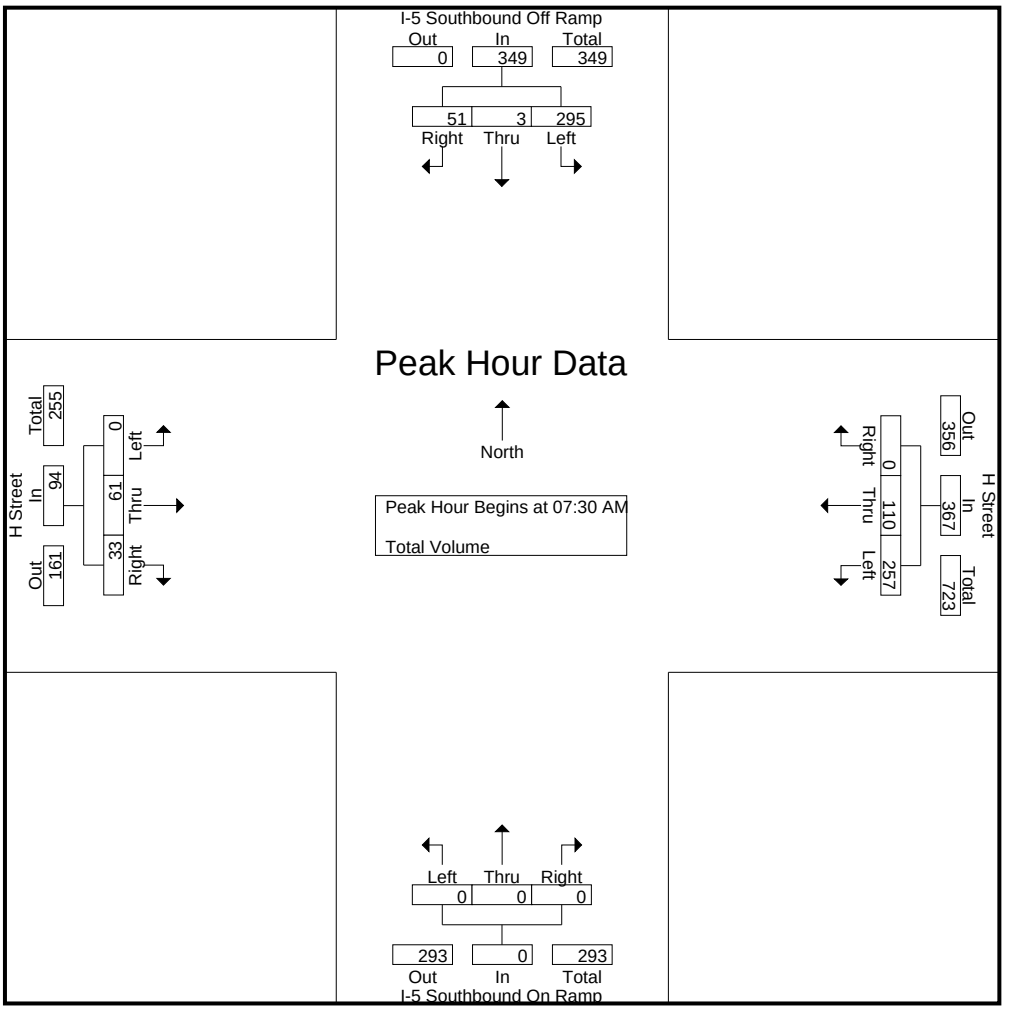
	I-5 Southbound Off Ramp Southbound				H Street Westbound				I-5 Southbound On Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	34	0	15	49	47	22	0	69	0	0	0	0	0	6	10	16	134
07:15 AM	63	0	14	77	38	21	0	59	0	0	0	0	0	6	5	11	147
07:30 AM	80	0	10	90	63	34	0	97	0	0	0	0	0	15	8	23	210
07:45 AM	72	2	13	87	54	25	0	79	0	0	0	0	0	10	7	17	183
Total	249	2	52	303	202	102	0	304	0	0	0	0	0	37	30	67	674
08:00 AM	78	0	19	97	85	25	0	110	0	0	0	0	0	15	7	22	229
08:15 AM	65	1	9	75	55	26	0	81	0	0	0	0	0	21	11	32	188
08:30 AM	65	0	10	75	50	12	0	62	0	0	0	0	0	17	4	21	158
08:45 AM	73	0	20	93	53	22	0	75	0	0	0	0	0	18	3	21	189
Total	281	1	58	340	243	85	0	328	0	0	0	0	0	71	25	96	764
Grand Total	530	3	110	643	445	187	0	632	0	0	0	0	0	108	55	163	1438
Apprch %	82.4	0.5	17.1		70.4	29.6	0		0	0	0		0	66.3	33.7		
Total %	36.9	0.2	7.6	44.7	30.9	13	0	43.9	0	0	0	0	0	7.5	3.8	11.3	

	I-5 Southbound Off Ramp Southbound				H Street Westbound				I-5 Southbound On Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**80**	0	10	90	63	**34**	0	97	0	0	0	0	0	15	8	23	210
07:45 AM	72	**2**	13	87	54	25	0	79	0	0	0	0	0	10	7	17	183
08:00 AM	78	0	**19**	**97**	**85**	25	0	**110**	0	0	0	0	0	15	7	22	**229**
08:15 AM	65	1	9	75	55	26	0	81	0	0	0	0	0	**21**	**11**	**32**	188
Total Volume	295	3	51	349	257	110	0	367	0	0	0	0	0	61	33	94	810
% App. Total	84.5	0.9	14.6		70	30	0		0	0	0		0	64.9	35.1		
PHF	.922	.375	.671	.899	.756	.809	.000	.834	.000	.000	.000	.000	.000	.726	.750	.734	.884

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: H Street
Weather: Clear

File Name : 12_CVA_5S_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				08:00 AM			
+0 mins.	63	0	14	77	63	**34**	0	97	0	0	0	0	0	15	7	22
+15 mins.	**80**	0	10	90	54	25	0	79	0	0	0	0	0	**21**	**11**	**32**
+30 mins.	72	**2**	13	87	**85**	25	0	**110**	0	0	0	0	0	17	4	21
+45 mins.	78	0	**19**	**97**	55	26	0	81	0	0	0	0	0	18	3	21
Total Volume	293	2	56	351	257	110	0	367	0	0	0	0	0	71	25	96
% App. Total	83.5	0.6	16		70	30	0		0	0	0		0	74	26	
PHF	.916	.250	.737	.905	.756	.809	.000	.834	.000	.000	.000	.000	.000	.845	.568	.750

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: H Street
Weather: Clear

File Name : 12_CVA_5S_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

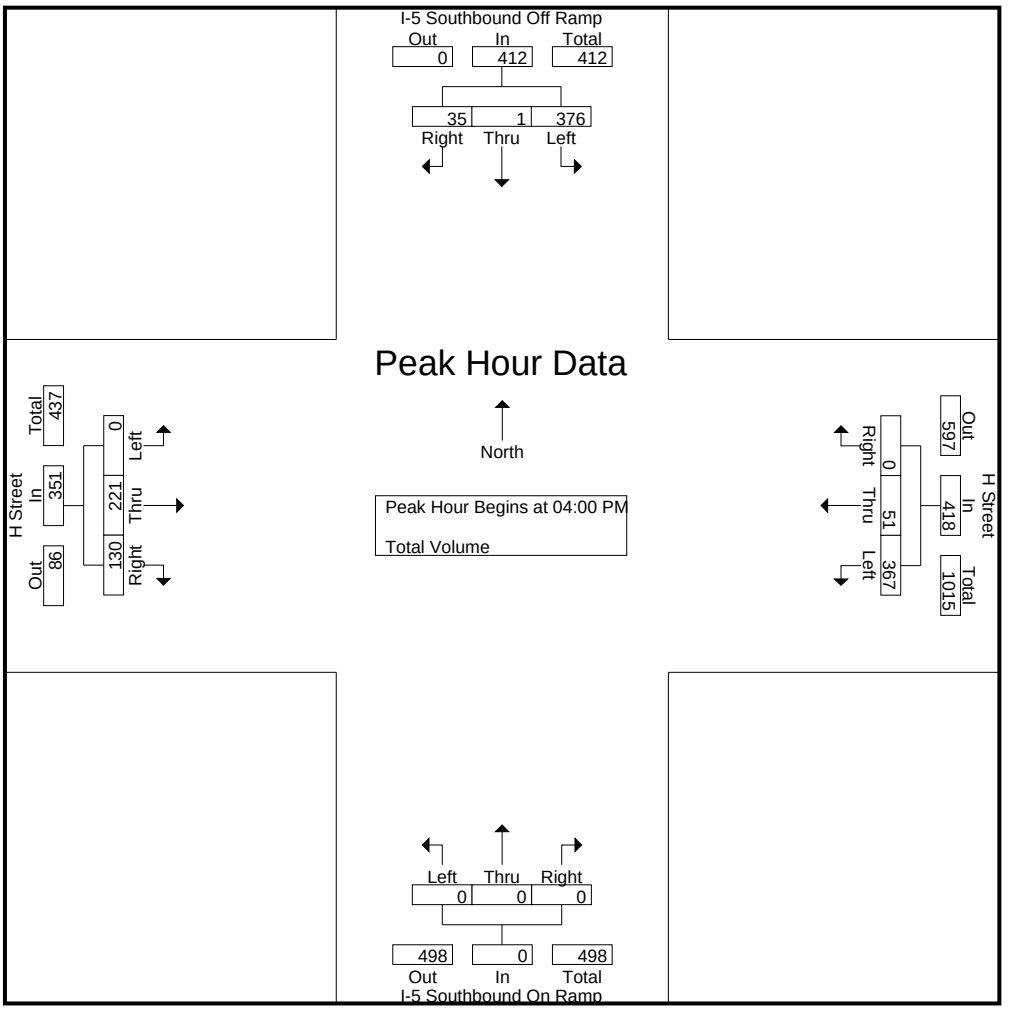
	I-5 Southbound Off Ramp Southbound				H Street Westbound				I-5 Southbound On Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	90	0	3	93	97	10	0	107	0	0	0	0	0	60	30	90	290
04:15 PM	97	1	10	108	79	12	0	91	0	0	0	0	0	56	38	94	293
04:30 PM	99	0	9	108	81	13	0	94	0	0	0	0	0	51	29	80	282
04:45 PM	90	0	13	103	110	16	0	126	0	0	0	0	0	54	33	87	316
Total	376	1	35	412	367	51	0	418	0	0	0	0	0	221	130	351	1181
05:00 PM	78	0	10	88	84	19	0	103	0	0	0	0	0	48	33	81	272
05:15 PM	89	0	15	104	89	10	0	99	0	0	0	0	0	53	26	79	282
05:30 PM	51	0	3	54	112	12	0	124	0	0	0	0	1	47	31	79	257
05:45 PM	103	0	6	109	88	15	0	103	0	0	0	0	0	42	23	65	277
Total	321	0	34	355	373	56	0	429	0	0	0	0	1	190	113	304	1088
Grand Total	697	1	69	767	740	107	0	847	0	0	0	0	1	411	243	655	2269
Apprch %	90.9	0.1	9		87.4	12.6	0		0	0	0		0.2	62.7	37.1		
Total %	30.7	0	3	33.8	32.6	4.7	0	37.3	0	0	0	0	0	18.1	10.7	28.9	

	I-5 Southbound Off Ramp Southbound				H Street Westbound				I-5 Southbound On Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	90	0	3	93	97	10	0	107	0	0	0	0	0	**60**	30	90	290
04:15 PM	97	**1**	10	**108**	79	12	0	91	0	0	0	0	0	56	**38**	**94**	293
04:30 PM	**99**	0	9	108	81	13	0	94	0	0	0	0	0	51	29	80	282
04:45 PM	90	0	**13**	103	**110**	**16**	0	**126**	0	0	0	0	0	54	33	87	**316**
Total Volume	376	1	35	412	367	51	0	418	0	0	0	0	0	221	130	351	1181
% App. Total	91.3	0.2	8.5		87.8	12.2	0		0	0	0		0	63	37		
PHF	.949	.250	.673	.954	.834	.797	.000	.829	.000	.000	.000	.000	.000	.921	.855	.934	.934

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: H Street
Weather: Clear

File Name : 12_CVA_5S_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	90	0	3	93	110	16	0	**126**	0	0	0	0	0	**60**	30	90
+15 mins.	97	**1**	10	**108**	84	**19**	0	103	0	0	0	0	0	56	**38**	**94**
+30 mins.	**99**	0	9	108	89	10	0	99	0	0	0	0	0	51	29	80
+45 mins.	90	0	**13**	103	**112**	12	0	124	0	0	0	0	0	54	33	87
Total Volume	376	1	35	412	395	57	0	452	0	0	0	0	0	221	130	351
% App. Total	91.3	0.2	8.5		87.4	12.6	0		0	0	0		0	63	37	
PHF	.949	.250	.673	.954	.882	.750	.000	.897	.000	.000	.000	.000	.000	.921	.855	.934

Location: Chula Vista
N/S: I-5 SB Ramps
E/W: H Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-5 SB Ramps	East Leg H Street	South Leg I-5 SB Ramps	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	5	0	3	0	8
7:15 AM	6	0	0	0	6
7:30 AM	6	0	0	0	6
7:45 AM	4	0	2	0	6
8:00 AM	3	0	3	0	6
8:15 AM	2	0	0	0	2
8:30 AM	3	0	1	0	4
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	29	0	11	0	40

	North Leg I-5 SB Ramps	East Leg H Street	South Leg I-5 SB Ramps	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	5	0	14	0	19
4:15 PM	0	0	2	0	2
4:30 PM	5	0	2	0	7
4:45 PM	3	0	0	0	3
5:00 PM	0	0	1	0	1
5:15 PM	3	0	3	0	6
5:30 PM	2	0	4	0	6
5:45 PM	3	0	2	0	5
TOTAL VOLUMES:	21	0	28	0	49

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Location: Chula Vista
N/S: I-5 SB Ramps
E/W: H Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound I-5 SB Ramps			Westbound H Street			Northbound I-5 SB Ramps			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	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
7:30 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound I-5 SB Ramps			Westbound H Street			Northbound I-5 SB Ramps			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	6	0	0	0	0	0	9	0	15

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: H Street
Weather: Clear

File Name : 13_CVA_5N_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

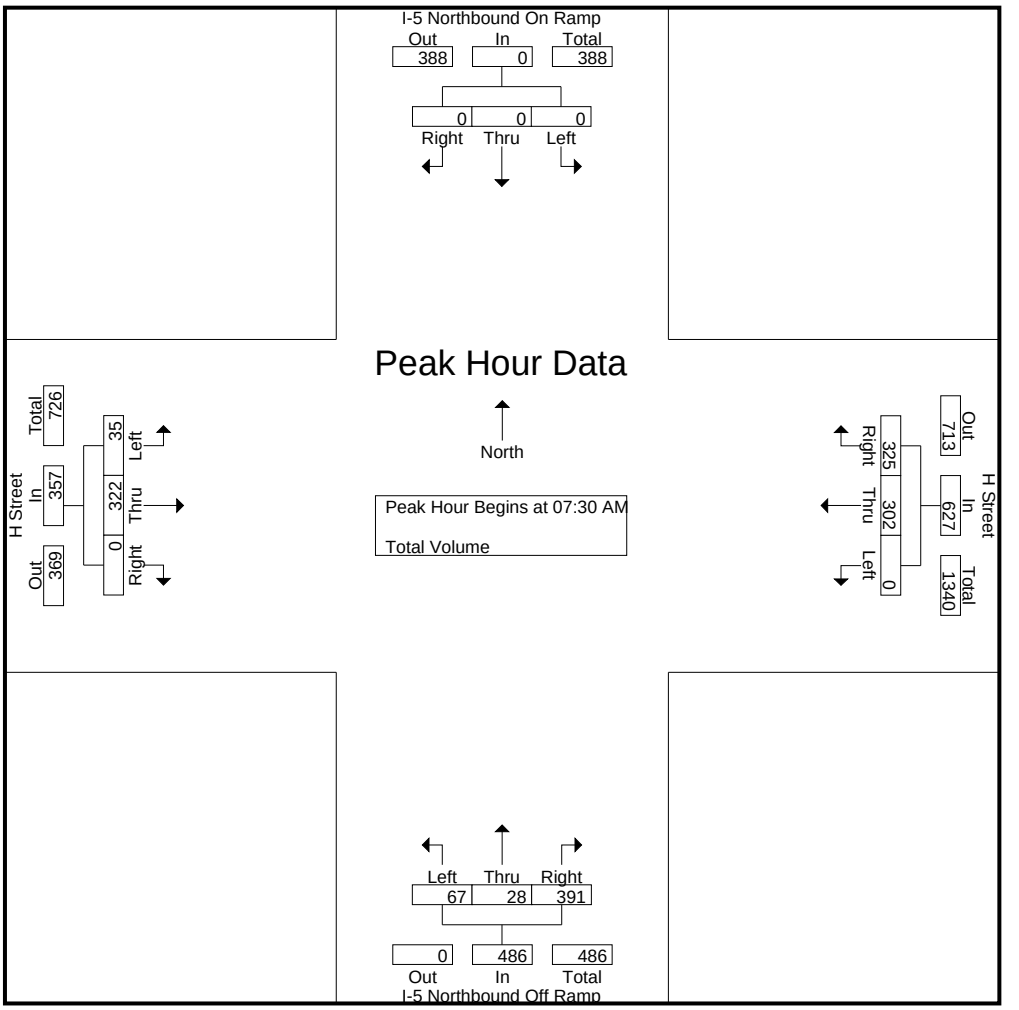
	I-5 Northbound On Ramp Southbound				H Street Westbound				I-5 Northbound Off Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	56	128	184	12	0	51	63	2	39	0	41	288
07:15 AM	0	0	0	0	0	52	81	133	10	3	71	84	1	68	0	69	286
07:30 AM	0	0	0	0	0	61	80	141	33	25	97	155	10	72	0	82	378
07:45 AM	0	0	0	0	0	69	77	146	16	2	115	133	6	71	0	77	356
Total	0	0	0	0	0	238	366	604	71	30	334	435	19	250	0	269	1308
08:00 AM	0	0	0	0	0	99	93	192	7	0	80	87	9	102	0	111	390
08:15 AM	0	0	0	0	0	73	75	148	11	1	99	111	10	77	0	87	346
08:30 AM	0	0	0	0	0	63	90	153	5	0	77	82	8	73	0	81	316
08:45 AM	0	0	0	0	0	66	75	141	10	0	83	93	8	83	0	91	325
Total	0	0	0	0	0	301	333	634	33	1	339	373	35	335	0	370	1377
Grand Total	0	0	0	0	0	539	699	1238	104	31	673	808	54	585	0	639	2685
Apprch %	0	0	0		0	43.5	56.5		12.9	3.8	83.3		8.5	91.5	0		
Total %	0	0	0	0	0	20.1	26	46.1	3.9	1.2	25.1	30.1	2	21.8	0	23.8	

	I-5 Northbound On Ramp Southbound				H Street Westbound				I-5 Northbound Off Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	61	80	141	**33**	**25**	97	**155**	**10**	72	0	82	378
07:45 AM	0	0	0	0	0	69	77	146	16	2	**115**	133	6	71	0	77	356
08:00 AM	0	0	0	0	0	**99**	**93**	**192**	7	0	80	87	9	**102**	0	**111**	**390**
08:15 AM	0	0	0	0	0	73	75	148	11	1	99	111	10	77	0	87	346
Total Volume	0	0	0	0	0	302	325	627	67	28	391	486	35	322	0	357	1470
% App. Total	0	0	0		0	48.2	51.8		13.8	5.8	80.5		9.8	90.2	0		
PHF	.000	.000	.000	.000	.000	.763	.874	.816	.508	.280	.850	.784	.875	.789	.000	.804	.942

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: H Street
Weather: Clear

File Name : 13_CVA_5N_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	0	0	0	0	0	69	77	146	**33**	**25**	97	**155**	9	**102**	0	**111**
+15 mins.	0	0	0	0	0	**99**	**93**	**192**	16	2	**115**	133	**10**	77	0	87
+30 mins.	0	0	0	0	0	73	75	148	7	0	80	87	8	73	0	81
+45 mins.	0	0	0	0	0	63	90	153	11	1	99	111	8	83	0	91
Total Volume	0	0	0	0	0	304	335	639	67	28	391	486	35	335	0	370
% App. Total	0	0	0		0	47.6	52.4		13.8	5.8	80.5		9.5	90.5	0	
PHF	.000	.000	.000	.000	.000	.768	.901	.832	.508	.280	.850	.784	.875	.821	.000	.833

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: H Street
Weather: Clear

File Name : 13_CVA_5N_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

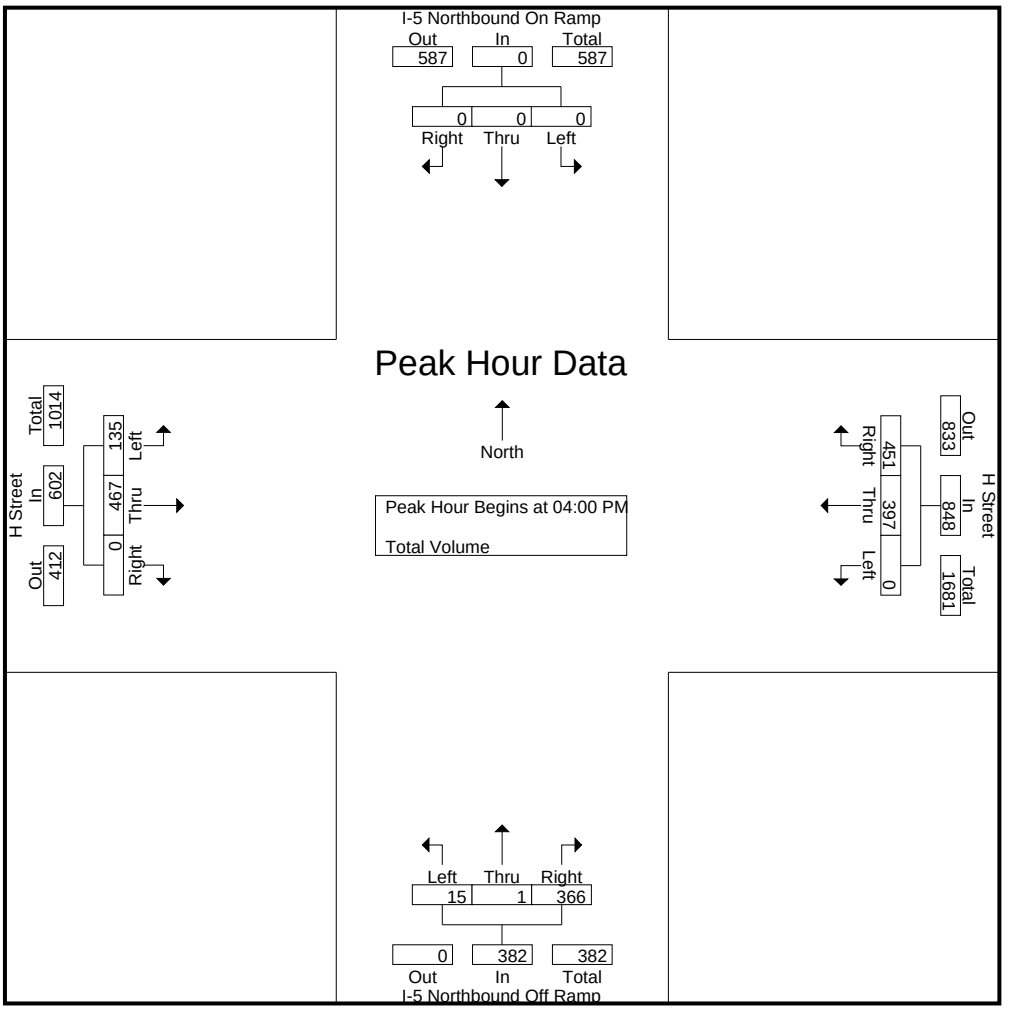
	I-5 Northbound On Ramp Southbound				H Street Westbound				I-5 Northbound Off Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	100	119	219	1	0	106	107	36	117	0	153	479
04:15 PM	0	0	0	0	0	89	107	196	4	1	83	88	37	118	0	155	439
04:30 PM	0	0	0	0	0	97	98	195	5	0	86	91	41	104	0	145	431
04:45 PM	0	0	0	0	0	111	127	238	5	0	91	96	21	128	0	149	483
Total	0	0	0	0	0	397	451	848	15	1	366	382	135	467	0	602	1832
05:00 PM	0	0	0	0	0	102	119	221	4	0	78	82	25	91	0	116	419
05:15 PM	0	0	0	0	0	100	134	234	3	0	85	88	30	116	0	146	468
05:30 PM	0	0	0	0	0	120	116	236	3	0	98	101	18	72	0	90	427
05:45 PM	0	0	0	0	0	93	102	195	7	0	88	95	29	120	0	149	439
Total	0	0	0	0	0	415	471	886	17	0	349	366	102	399	0	501	1753
Grand Total	0	0	0	0	0	812	922	1734	32	1	715	748	237	866	0	1103	3585
Apprch %	0	0	0		0	46.8	53.2		4.3	0.1	95.6		21.5	78.5	0		
Total %	0	0	0	0	0	22.6	25.7	48.4	0.9	0	19.9	20.9	6.6	24.2	0	30.8	

	I-5 Northbound On Ramp Southbound				H Street Westbound				I-5 Northbound Off Ramp Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	100	119	219	1	0	**106**	**107**	36	117	0	153	479
04:15 PM	0	0	0	0	0	89	107	196	4	**1**	83	88	37	118	0	**155**	439
04:30 PM	0	0	0	0	0	97	98	195	**5**	0	86	91	**41**	104	0	145	431
04:45 PM	0	0	0	0	0	**111**	**127**	**238**	5	0	91	96	21	**128**	0	149	**483**
Total Volume	0	0	0	0	0	397	451	848	15	1	366	382	135	467	0	602	1832
% App. Total	0	0	0		0	46.8	53.2		3.9	0.3	95.8		22.4	77.6	0		
PHF	.000	.000	.000	.000	.000	.894	.888	.891	.750	.250	.863	.893	.823	.912	.000	.971	.948

Counts Unlimited, Inc.
PO Box 1178
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(951)268-6268

City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: H Street
Weather: Clear

File Name : 13_CVA_5N_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	111	127	**238**	1	0	**106**	**107**	36	117	0	153
+15 mins.	0	0	0	0	0	102	119	221	4	**1**	83	88	37	118	0	**155**
+30 mins.	0	0	0	0	0	100	**134**	234	**5**	0	86	91	**41**	104	0	145
+45 mins.	0	0	0	0	0	**120**	116	236	5	0	91	96	21	**128**	0	149
Total Volume	0	0	0	0	0	433	496	929	15	1	366	382	135	467	0	602
% App. Total	0	0	0		0	46.6	53.4		3.9	0.3	95.8		22.4	77.6	0	
PHF	.000	.000	.000	.000	.000	.902	.925	.976	.750	.250	.863	.893	.823	.912	.000	.971

Location: Chula Vista
N/S: I-5 NB Ramps
E/W: H Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-5 NB Ramps	East Leg H Street	South Leg I-5 NB Ramps	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	5	0	3	0	8
7:15 AM	8	0	0	0	8
7:30 AM	5	0	0	0	5
7:45 AM	4	0	2	0	6
8:00 AM	3	1	3	0	7
8:15 AM	4	0	0	0	4
8:30 AM	2	0	1	0	3
8:45 AM	1	0	2	0	3
TOTAL VOLUMES:	32	1	11	0	44

	North Leg I-5 NB Ramps	East Leg H Street	South Leg I-5 NB Ramps	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	4	0	12	0	16
4:15 PM	2	0	4	0	6
4:30 PM	8	0	3	0	11
4:45 PM	2	0	1	0	3
5:00 PM	0	0	0	0	0
5:15 PM	1	0	2	0	3
5:30 PM	2	0	6	0	8
5:45 PM	3	0	2	0	5
TOTAL VOLUMES:	22	0	30	0	52

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Location: Chula Vista
N/S: I-5 NB Ramps
E/W: H Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound I-5 NB Ramps			Westbound H Street			Northbound I-5 NB Ramps			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	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
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	2	0	0	0	0	0	0	3

	Southbound I-5 NB Ramps			Westbound H Street			Northbound I-5 NB Ramps			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
4:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	2	6	0	11

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: H Street
Weather: Clear

File Name : 14_CVA_Wood_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

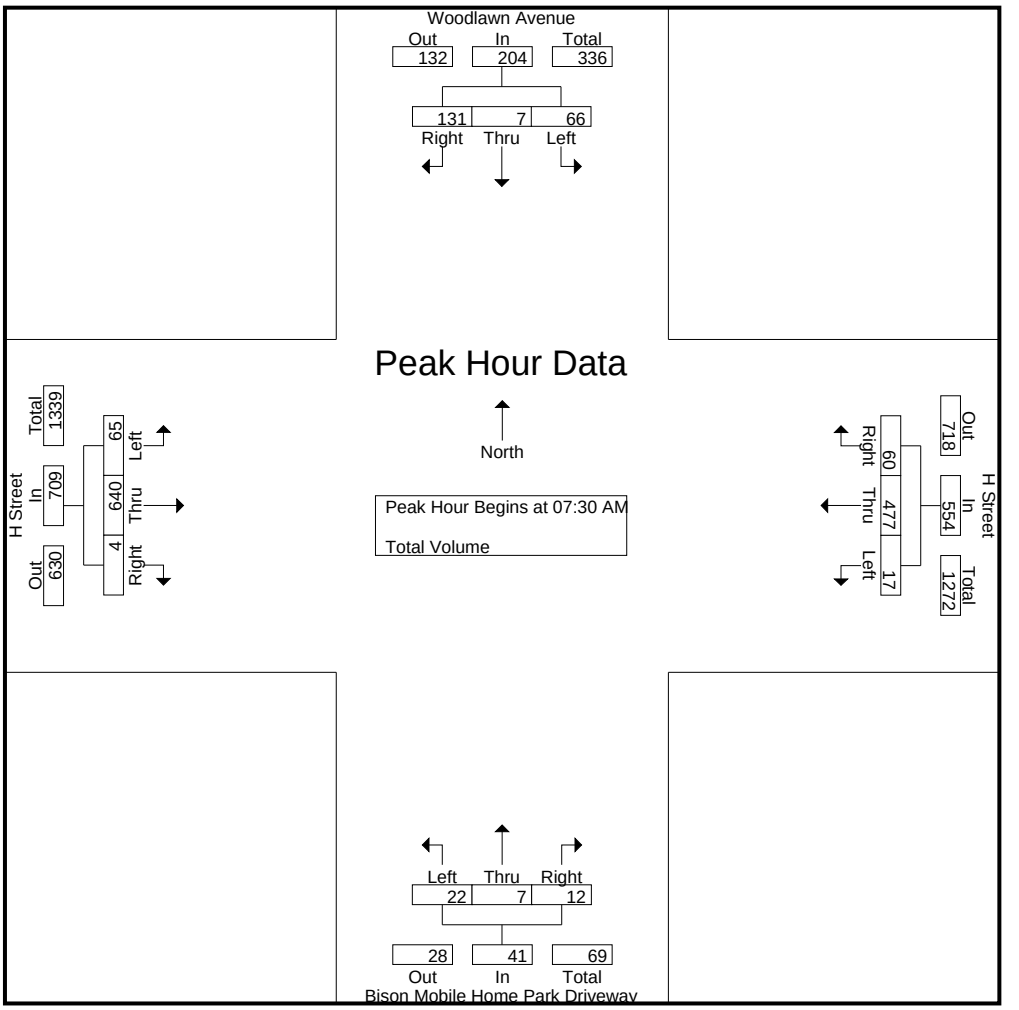
	Woodlawn Avenue Southbound				H Street Westbound				Bison Mobile Home Park Driveway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	1	37	51	0	112	6	118	8	0	3	11	5	73	0	78	258
07:15 AM	10	3	36	49	4	97	9	110	2	1	5	8	11	99	0	110	277
07:30 AM	11	1	36	48	3	100	20	123	6	2	2	10	11	149	0	160	341
07:45 AM	27	5	33	65	3	128	13	144	5	0	6	11	14	194	0	208	428
Total	61	10	142	213	10	437	48	495	21	3	16	40	41	515	0	556	1304
08:00 AM	16	0	41	57	6	129	15	150	5	4	2	11	22	150	2	174	392
08:15 AM	12	1	21	34	5	120	12	137	6	1	2	9	18	147	2	167	347
08:30 AM	10	2	37	49	5	105	17	127	8	1	3	12	17	133	0	150	338
08:45 AM	10	0	18	28	4	112	8	124	6	1	1	8	16	140	0	156	316
Total	48	3	117	168	20	466	52	538	25	7	8	40	73	570	4	647	1393
Grand Total	109	13	259	381	30	903	100	1033	46	10	24	80	114	1085	4	1203	2697
Apprch %	28.6	3.4	68		2.9	87.4	9.7		57.5	12.5	30		9.5	90.2	0.3		
Total %	4	0.5	9.6	14.1	1.1	33.5	3.7	38.3	1.7	0.4	0.9	3	4.2	40.2	0.1	44.6	

	Woodlawn Avenue Southbound				H Street Westbound				Bison Mobile Home Park Driveway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	1	36	48	3	100	**20**	123	**6**	2	2	10	11	149	0	160	341
07:45 AM	**27**	**5**	33	**65**	3	128	13	144	5	0	**6**	**11**	14	**194**	0	**208**	**428**
08:00 AM	16	0	**41**	57	**6**	**129**	15	**150**	5	**4**	2	11	**22**	150	**2**	174	392
08:15 AM	12	1	21	34	5	120	12	137	6	1	2	9	18	147	2	167	347
Total Volume	66	7	131	204	17	477	60	554	22	7	12	41	65	640	4	709	1508
% App. Total	32.4	3.4	64.2		3.1	86.1	10.8		53.7	17.1	29.3		9.2	90.3	0.6		
PHF	.611	.350	.799	.785	.708	.924	.750	.923	.917	.438	.500	.932	.739	.825	.500	.852	.881

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: H Street
Weather: Clear

File Name : 14_CVA_Wood_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	10	3	36	49	3	128	13	144	5	0	**6**	11	11	149	0	160
+15 mins.	11	1	36	48	**6**	**129**	15	**150**	5	**4**	2	11	14	**194**	0	**208**
+30 mins.	**27**	**5**	33	**65**	5	120	12	137	6	1	2	9	**22**	150	**2**	174
+45 mins.	16	0	**41**	57	5	105	**17**	127	**8**	1	3	**12**	18	147	2	167
Total Volume	64	9	146	219	19	482	57	558	24	6	13	43	65	640	4	709
% App. Total	29.2	4.1	66.7		3.4	86.4	10.2		55.8	14	30.2		9.2	90.3	0.6	
PHF	.593	.450	.890	.842	.792	.934	.838	.930	.750	.375	.542	.896	.739	.825	.500	.852

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: H Street
Weather: Clear

File Name : 14_CVA_Wood_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

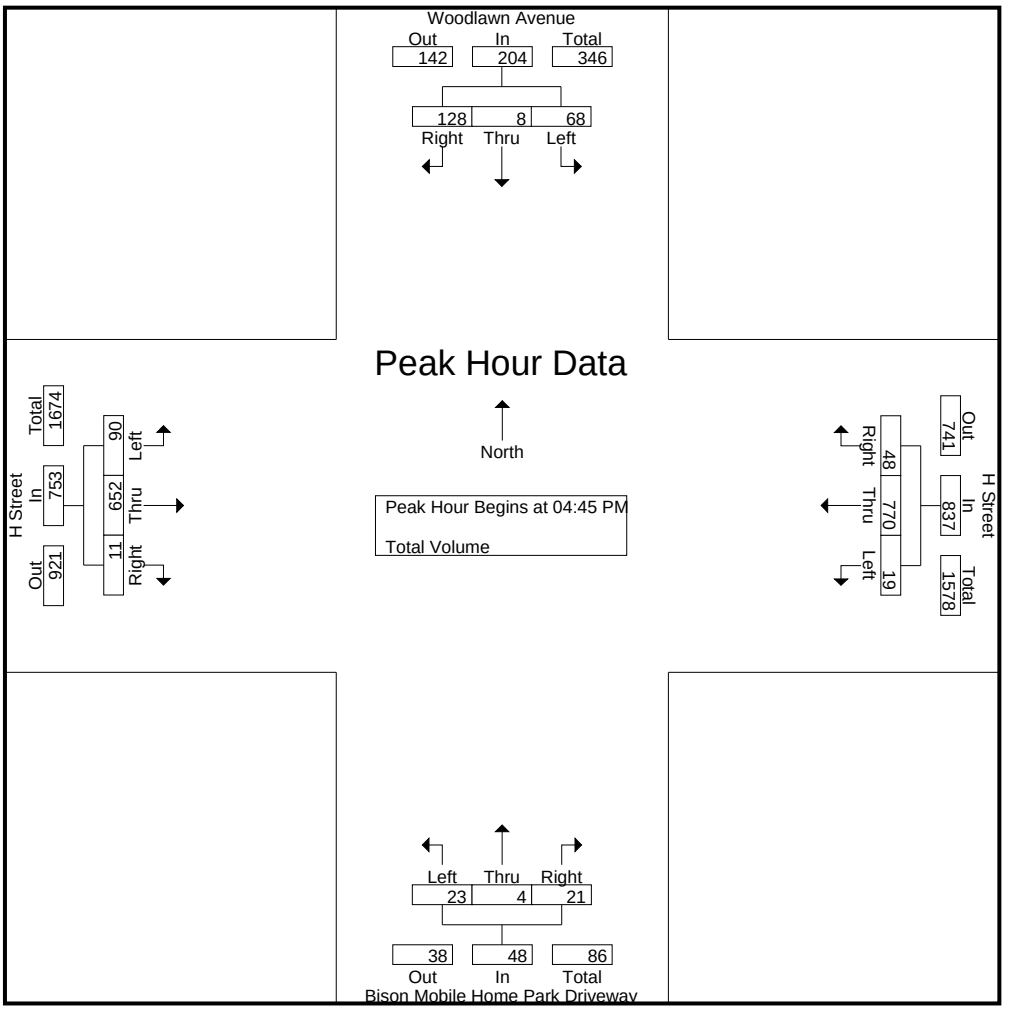
	Woodlawn Avenue Southbound				H Street Westbound				Bison Mobile Home Park Driveway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	0	24	40	2	196	11	209	3	0	2	5	22	223	1	246	500
04:15 PM	16	0	23	39	0	166	20	186	3	0	1	4	24	153	1	178	407
04:30 PM	23	2	38	63	3	158	20	181	8	0	5	13	29	167	5	201	458
04:45 PM	20	2	33	55	7	179	11	197	8	1	6	15	20	182	3	205	472
Total	75	4	118	197	12	699	62	773	22	1	14	37	95	725	10	830	1837
05:00 PM	16	1	23	40	5	210	12	227	5	2	4	11	25	159	3	187	465
05:15 PM	17	1	32	50	2	188	12	202	5	1	7	13	24	152	1	177	442
05:30 PM	15	4	40	59	5	193	13	211	5	0	4	9	21	159	4	184	463
05:45 PM	25	1	24	50	3	155	11	169	6	0	4	10	18	173	1	192	421
Total	73	7	119	199	15	746	48	809	21	3	19	43	88	643	9	740	1791
Grand Total	148	11	237	396	27	1445	110	1582	43	4	33	80	183	1368	19	1570	3628
Apprch %	37.4	2.8	59.8		1.7	91.3	7		53.8	5	41.2		11.7	87.1	1.2		
Total %	4.1	0.3	6.5	10.9	0.7	39.8	3	43.6	1.2	0.1	0.9	2.2	5	37.7	0.5	43.3	

	Woodlawn Avenue Southbound				H Street Westbound				Bison Mobile Home Park Driveway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**20**	2	33	55	**7**	179	11	197	**8**	1	6	**15**	20	**182**	3	**205**	**472**
05:00 PM	16	1	23	40	5	**210**	12	**227**	5	**2**	4	11	**25**	159	3	187	465
05:15 PM	17	1	32	50	2	188	12	202	5	1	**7**	13	24	152	1	177	442
05:30 PM	15	**4**	**40**	**59**	5	193	**13**	211	5	0	4	9	21	159	**4**	184	463
Total Volume	68	8	128	204	19	770	48	837	23	4	21	48	90	652	11	753	1842
% App. Total	33.3	3.9	62.7		2.3	92	5.7		47.9	8.3	43.8		12	86.6	1.5		
PHF	.850	.500	.800	.864	.679	.917	.923	.922	.719	.500	.750	.800	.900	.896	.688	.918	.976

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City of Chula Vista
N/S: Woodlawn Avenue
E/W: H Street
Weather: Clear

File Name : 14_CVA_Wood_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	**23**	**2**	**38**	**63**	**7**	179	11	197	**8**	0	5	13	22	**223**	1	**246**
+15 mins.	20	2	33	55	5	**210**	12	**227**	8	1	6	**15**	24	153	1	178
+30 mins.	16	1	23	40	2	188	12	202	5	**2**	4	11	**29**	167	**5**	201
+45 mins.	17	1	32	50	5	193	**13**	211	5	1	**7**	13	20	182	3	205
Total Volume	76	6	126	208	19	770	48	837	26	4	22	52	95	725	10	830
% App. Total	36.5	2.9	60.6		2.3	92	5.7		50	7.7	42.3		11.4	87.3	1.2	
PHF	.826	.750	.829	.825	.679	.917	.923	.922	.813	.500	.786	.867	.819	.813	.500	.843

Location: Chula Vista
N/S: Woodlawn Avenue
E/W: H Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Woodlawn Avenue	East Leg H Street	South Leg Bison MHP Driveway	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	17	8	4	0	29
7:15 AM	14	9	2	2	27
7:30 AM	24	20	5	0	49
7:45 AM	31	47	12	0	90
8:00 AM	25	18	2	0	45
8:15 AM	15	4	0	0	19
8:30 AM	12	4	2	0	18
8:45 AM	14	7	1	0	22
TOTAL VOLUMES:	152	117	28	2	299

	North Leg Woodlawn Avenue	East Leg H Street	South Leg Bison MHP Driveway	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	25	23	12	0	60
4:15 PM	26	11	4	0	41
4:30 PM	30	17	2	0	49
4:45 PM	28	12	3	1	44
5:00 PM	29	15	2	0	46
5:15 PM	28	14	8	0	50
5:30 PM	21	5	5	0	31
5:45 PM	34	15	5	0	54
TOTAL VOLUMES:	221	112	41	1	375

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Location: Chula Vista
N/S: Woodlawn Avenue
E/W: H Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Woodlawn Avenue			Westbound H Street			Northbound Bison MHP Driveway			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	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
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	5	0	0	0	0	0	0	5

	Southbound Woodlawn Avenue			Westbound H Street			Northbound Bison MHP Driveway			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	2	1	0	0	0	0	1	0	4
5:15 PM	0	0	0	0	2	0	0	1	0	0	1	0	4
5:30 PM	0	1	0	0	3	0	0	0	0	0	1	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	9	2	0	1	0	0	5	0	18

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City of Chula Vista
N/S: Oaklawn Avenue
E/W: H Street
Weather: Clear

File Name : 26_CVA_Oak_H AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

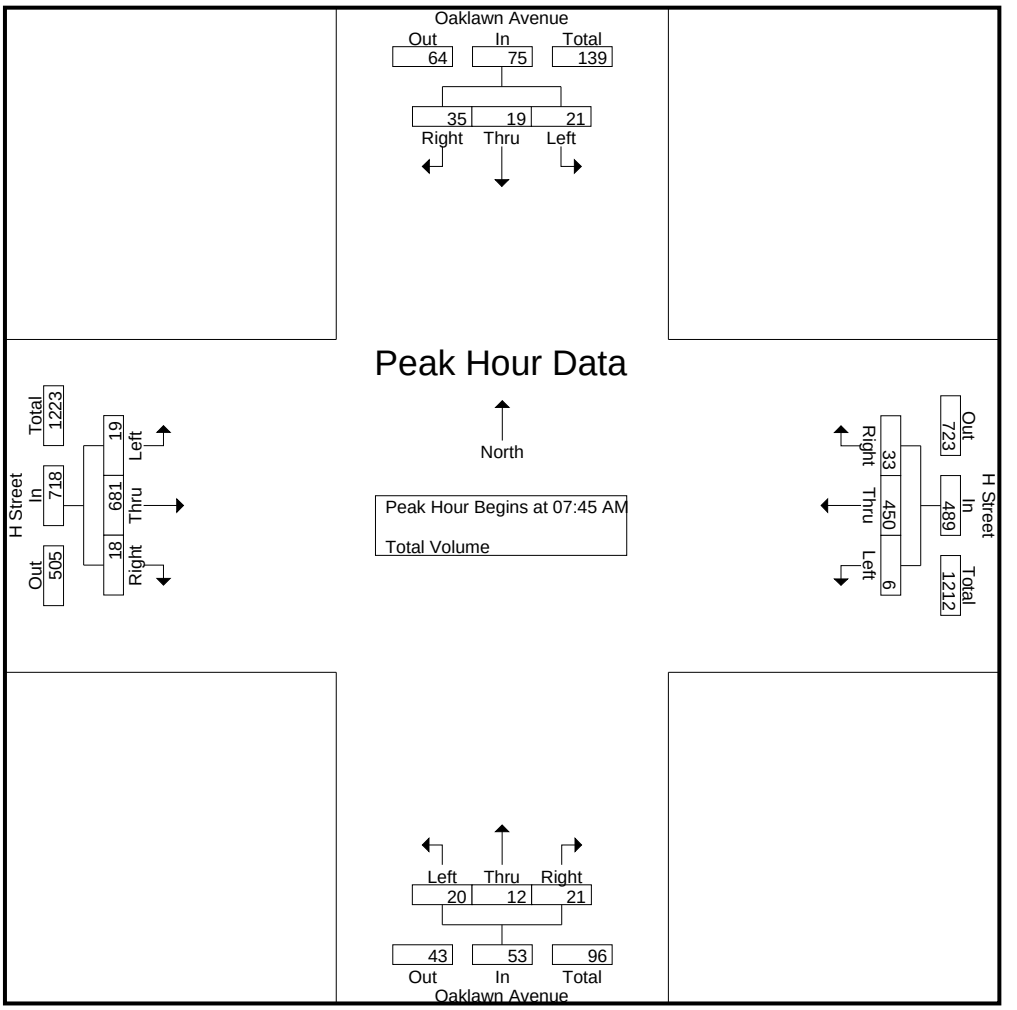
	Oaklawn Avenue Southbound				H Street Westbound				Oaklawn Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	9	12	2	146	7	155	8	1	1	10	2	83	2	87	264
07:15 AM	3	10	5	18	0	115	6	121	7	3	0	10	2	106	7	115	264
07:30 AM	7	13	6	26	2	123	3	128	7	2	5	14	6	127	12	145	313
07:45 AM	6	16	11	33	0	118	6	124	6	7	8	21	6	189	8	203	381
Total	18	40	31	89	4	502	22	528	28	13	14	55	16	505	29	550	1222
08:00 AM	5	3	4	12	1	108	9	118	7	4	7	18	3	132	6	141	289
08:15 AM	6	0	11	17	3	112	12	127	4	1	4	9	5	179	4	188	341
08:30 AM	4	0	9	13	2	112	6	120	3	0	2	5	5	181	0	186	324
08:45 AM	8	0	11	19	1	111	10	122	3	0	0	3	5	152	2	159	303
Total	23	3	35	61	7	443	37	487	17	5	13	35	18	644	12	674	1257
Grand Total	41	43	66	150	11	945	59	1015	45	18	27	90	34	1149	41	1224	2479
Apprch %	27.3	28.7	44		1.1	93.1	5.8		50	20	30		2.8	93.9	3.3		
Total %	1.7	1.7	2.7	6.1	0.4	38.1	2.4	40.9	1.8	0.7	1.1	3.6	1.4	46.3	1.7	49.4	

	Oaklawn Avenue Southbound				H Street Westbound				Oaklawn Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**6**	**16**	**11**	**33**	0	**118**	6	124	6	**7**	**8**	**21**	**6**	**189**	**8**	**203**	**381**
08:00 AM	5	3	4	12	1	108	9	118	**7**	4	7	18	3	132	6	141	289
08:15 AM	6	0	11	17	**3**	112	**12**	**127**	4	1	4	9	5	179	4	188	341
08:30 AM	4	0	9	13	2	112	6	120	3	0	2	5	5	181	0	186	324
Total Volume	21	19	35	75	6	450	33	489	20	12	21	53	19	681	18	718	1335
% App. Total	28	25.3	46.7		1.2	92	6.7		37.7	22.6	39.6		2.6	94.8	2.5		
PHF	.875	.297	.795	.568	.500	.953	.688	.963	.714	.429	.656	.631	.792	.901	.563	.884	.876

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City of Chula Vista
N/S: Oaklawn Avenue
E/W: H Street
Weather: Clear

File Name : 26_CVA_Oak_H AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	2	1	9	12	**2**	**146**	**7**	**155**	**7**	3	0	10	**6**	**189**	**8**	**203**
+15 mins.	3	10	5	18	0	115	6	121	7	2	5	14	3	132	6	141
+30 mins.	**7**	13	6	26	2	123	3	128	6	**7**	**8**	**21**	5	179	4	188
+45 mins.	6	**16**	**11**	**33**	0	118	6	124	7	4	7	18	5	181	0	186
Total Volume	18	40	31	89	4	502	22	528	27	16	20	63	19	681	18	718
% App. Total	20.2	44.9	34.8		0.8	95.1	4.2		42.9	25.4	31.7		2.6	94.8	2.5	
PHF	.643	.625	.705	.674	.500	.860	.786	.852	.964	.571	.625	.750	.792	.901	.563	.884

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Weather: Clear

File Name : 26_CVA_Oak_H PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

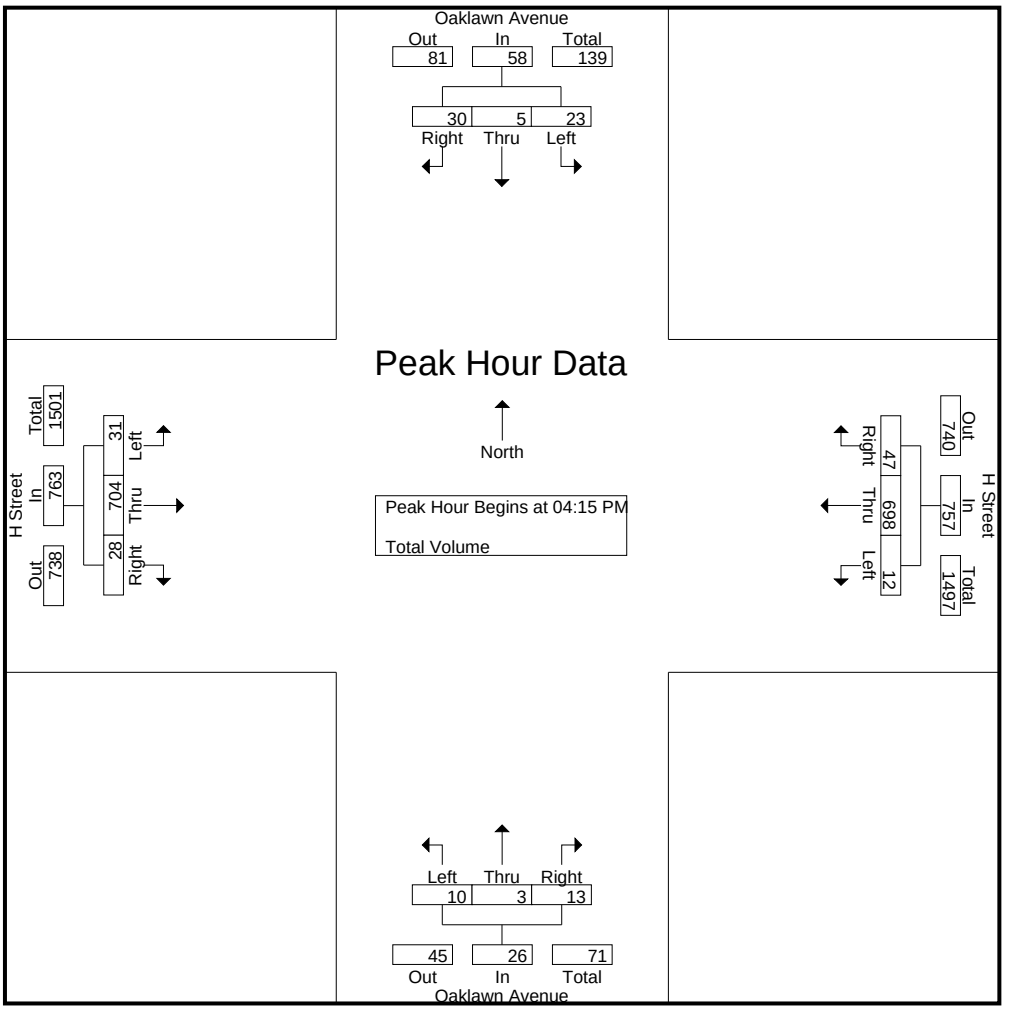
	Oaklawn Avenue Southbound				H Street Westbound				Oaklawn Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	7	10	2	182	11	195	4	0	3	7	8	184	7	199	411
04:15 PM	5	3	10	18	6	182	21	209	4	1	6	11	11	153	5	169	407
04:30 PM	7	0	2	9	3	158	6	167	3	0	1	4	9	207	6	222	402
04:45 PM	4	1	8	13	2	158	9	169	1	1	1	3	3	149	3	155	340
Total	19	4	27	50	13	680	47	740	12	2	11	25	31	693	21	745	1560
05:00 PM	7	1	10	18	1	200	11	212	2	1	5	8	8	195	14	217	455
05:15 PM	11	3	7	21	1	177	8	186	7	2	2	11	5	145	8	158	376
05:30 PM	5	3	9	17	3	167	10	180	3	0	3	6	10	184	10	204	407
05:45 PM	5	5	7	17	2	137	16	155	4	4	5	13	2	130	2	134	319
Total	28	12	33	73	7	681	45	733	16	7	15	38	25	654	34	713	1557
Grand Total	47	16	60	123	20	1361	92	1473	28	9	26	63	56	1347	55	1458	3117
Apprch %	38.2	13	48.8		1.4	92.4	6.2		44.4	14.3	41.3		3.8	92.4	3.8		
Total %	1.5	0.5	1.9	3.9	0.6	43.7	3	47.3	0.9	0.3	0.8	2	1.8	43.2	1.8	46.8	

	Oaklawn Avenue Southbound				H Street Westbound				Oaklawn Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	**3**	**10**	**18**	**6**	182	**21**	209	**4**	**1**	**6**	**11**	**11**	153	5	169	407
04:30 PM	**7**	0	2	9	3	158	6	167	3	0	1	4	9	**207**	6	**222**	402
04:45 PM	4	1	8	13	2	158	9	169	1	1	1	3	3	149	3	155	340
05:00 PM	7	1	10	18	1	**200**	11	**212**	2	1	5	8	8	195	**14**	217	**455**
Total Volume	23	5	30	58	12	698	47	757	10	3	13	26	31	704	28	763	1604
% App. Total	39.7	8.6	51.7		1.6	92.2	6.2		38.5	11.5	50		4.1	92.3	3.7		
PHF	.821	.417	.750	.806	.500	.873	.560	.893	.625	.750	.542	.591	.705	.850	.500	.859	.881

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File Name : 26_CVA_Oak_H PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:15 PM			
+0 mins.	7	1	**10**	18	**6**	182	**21**	209	2	1	**5**	8	**11**	153	5	169
+15 mins.	**11**	3	7	**21**	3	158	6	167	**7**	2	2	11	9	**207**	6	**222**
+30 mins.	5	3	9	17	2	158	9	169	3	0	3	6	3	149	3	155
+45 mins.	5	**5**	7	17	1	**200**	11	**212**	4	**4**	5	**13**	8	195	**14**	217
Total Volume	28	12	33	73	12	698	47	757	16	7	15	38	31	704	28	763
% App. Total	38.4	16.4	45.2		1.6	92.2	6.2		42.1	18.4	39.5		4.1	92.3	3.7	
PHF	.636	.600	.825	.869	.500	.873	.560	.893	.571	.438	.750	.731	.705	.850	.500	.859

Location: Chula Vista
N/S: Oaklawn Avenue
E/W: H Street

Date: 2/23/2023
Day: Thursday

PEDESTRIANS

	North Leg Oaklawn Avenue	East Leg H Street	South Leg Oaklawn Avenue	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	1	4	0	9
7:15 AM	6	5	5	5	21
7:30 AM	3	39	7	0	49
7:45 AM	7	37	3	0	47
8:00 AM	4	9	7	0	20
8:15 AM	8	7	6	2	23
8:30 AM	10	7	11	0	28
8:45 AM	2	1	2	2	7
TOTAL VOLUMES:	44	106	45	9	204

	North Leg Oaklawn Avenue	East Leg H Street	South Leg Oaklawn Avenue	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	10	18	16	0	44
4:15 PM	10	12	9	0	31
4:30 PM	7	7	15	0	29
4:45 PM	9	12	13	0	34
5:00 PM	7	8	13	0	28
5:15 PM	6	7	8	0	21
5:30 PM	9	9	12	0	30
5:45 PM	7	4	7	0	18
TOTAL VOLUMES:	65	77	93	0	235

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Location: Chula Vista
N/S: Oaklawn Avenue
E/W: H Street

Date: 2/23/2023
Day: Thursday

BICYCLES

	Southbound Oaklawn Avenue			Westbound H Street			Northbound Oaklawn Avenue			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	4	0	5

	Southbound Oaklawn Avenue			Westbound H Street			Northbound Oaklawn Avenue			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	1	1	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	2	0	0	1	1	0	4	0	9

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City of Chula Vista
N/S: Broadway
E/W: H Street
Weather: Clear

File Name : 15_CVA_Bro_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

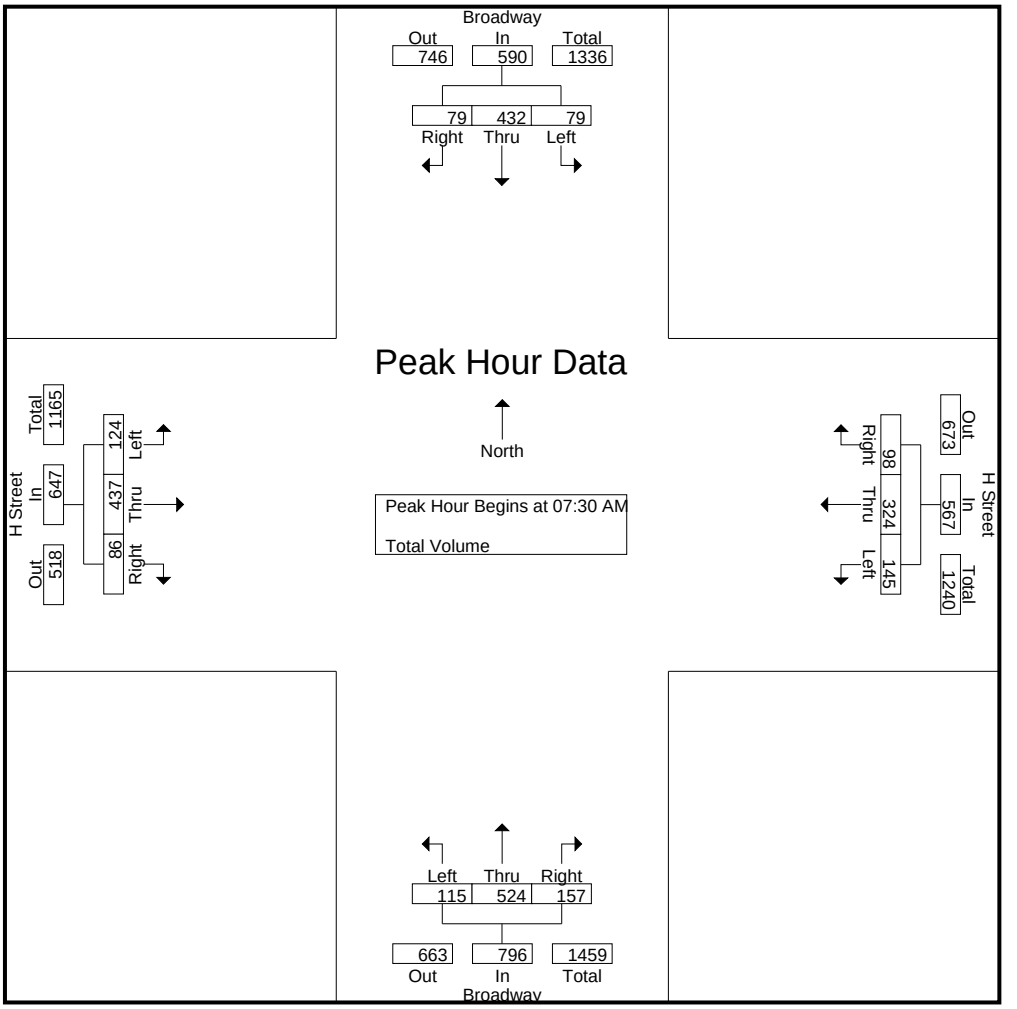
	Broadway Southbound				H Street Westbound				Broadway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	42	17	75	20	74	18	112	19	91	25	135	13	55	5	73	395
07:15 AM	7	48	11	66	12	69	18	99	30	126	34	190	19	73	18	110	465
07:30 AM	19	84	17	120	21	81	34	136	20	133	31	184	33	82	19	134	574
07:45 AM	20	103	25	148	38	75	22	135	23	137	58	218	31	116	28	175	676
Total	62	277	70	409	91	299	92	482	92	487	148	727	96	326	70	492	2110
08:00 AM	27	137	21	185	53	98	16	167	36	117	40	193	36	128	24	188	733
08:15 AM	13	108	16	137	33	70	26	129	36	137	28	201	24	111	15	150	617
08:30 AM	17	72	21	110	35	74	25	134	27	99	27	153	15	92	29	136	533
08:45 AM	12	77	16	105	25	78	28	131	32	96	24	152	19	104	28	151	539
Total	69	394	74	537	146	320	95	561	131	449	119	699	94	435	96	625	2422
Grand Total	131	671	144	946	237	619	187	1043	223	936	267	1426	190	761	166	1117	4532
Apprch %	13.8	70.9	15.2		22.7	59.3	17.9		15.6	65.6	18.7		17	68.1	14.9		
Total %	2.9	14.8	3.2	20.9	5.2	13.7	4.1	23	4.9	20.7	5.9	31.5	4.2	16.8	3.7	24.6	

	Broadway Southbound				H Street Westbound				Broadway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	84	17	120	21	81	**34**	136	20	133	31	184	33	82	19	134	574
07:45 AM	20	103	**25**	148	38	75	22	135	23	**137**	**58**	**218**	31	116	**28**	175	676
08:00 AM	**27**	**137**	21	**185**	**53**	**98**	16	**167**	**36**	117	40	193	**36**	**128**	24	**188**	**733**
08:15 AM	13	108	16	137	33	70	26	129	36	137	28	201	24	111	15	150	617
Total Volume	79	432	79	590	145	324	98	567	115	524	157	796	124	437	86	647	2600
% App. Total	13.4	73.2	13.4		25.6	57.1	17.3		14.4	65.8	19.7		19.2	67.5	13.3		
PHF	.731	.788	.790	.797	.684	.827	.721	.849	.799	.956	.677	.913	.861	.854	.768	.860	.887

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Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	19	84	17	120	21	81	**34**	136	20	133	31	184	31	116	28	175
+15 mins.	20	103	**25**	148	38	75	22	135	23	**137**	**58**	**218**	**36**	**128**	24	**188**
+30 mins.	**27**	**137**	21	**185**	**53**	**98**	16	**167**	**36**	117	40	193	24	111	15	150
+45 mins.	13	108	16	137	33	70	26	129	36	137	28	201	15	92	**29**	136
Total Volume	79	432	79	590	145	324	98	567	115	524	157	796	106	447	96	649
% App. Total	13.4	73.2	13.4		25.6	57.1	17.3		14.4	65.8	19.7		16.3	68.9	14.8	
PHF	.731	.788	.790	.797	.684	.827	.721	.849	.799	.956	.677	.913	.736	.873	.828	.863

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Groups Printed- Total Volume

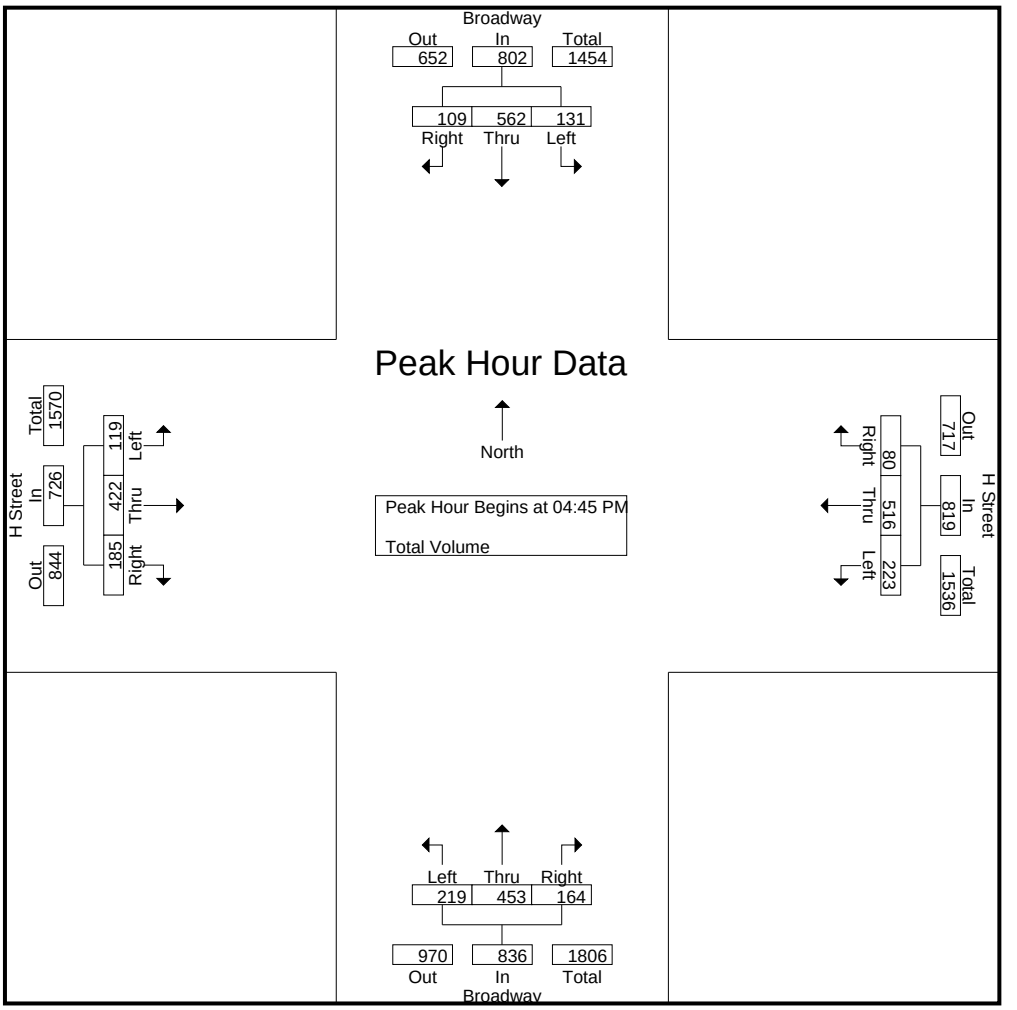
	Broadway Southbound				H Street Westbound				Broadway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	149	18	198	45	122	20	187	57	118	31	206	22	150	41	213	804
04:15 PM	31	144	29	204	49	115	21	185	42	109	42	193	27	113	38	178	760
04:30 PM	30	139	22	191	56	109	19	184	32	97	28	157	25	114	37	176	708
04:45 PM	30	132	25	187	56	123	24	203	61	101	31	193	38	126	46	210	793
Total	122	564	94	780	206	469	84	759	192	425	132	749	112	503	162	777	3065
05:00 PM	32	147	35	214	62	148	13	223	44	105	30	179	28	89	56	173	789
05:15 PM	29	137	20	186	51	143	24	218	60	137	47	244	26	107	43	176	824
05:30 PM	40	146	29	215	54	102	19	175	54	110	56	220	27	100	40	167	777
05:45 PM	39	134	17	190	55	87	17	159	48	104	36	188	29	112	37	178	715
Total	140	564	101	805	222	480	73	775	206	456	169	831	110	408	176	694	3105
Grand Total	262	1128	195	1585	428	949	157	1534	398	881	301	1580	222	911	338	1471	6170
Apprch %	16.5	71.2	12.3		27.9	61.9	10.2		25.2	55.8	19.1		15.1	61.9	23		
Total %	4.2	18.3	3.2	25.7	6.9	15.4	2.5	24.9	6.5	14.3	4.9	25.6	3.6	14.8	5.5	23.8	

	Broadway Southbound				H Street Westbound				Broadway Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	30	132	25	187	56	123	**24**	203	**61**	101	31	193	**38**	**126**	46	**210**	793
05:00 PM	32	**147**	**35**	214	**62**	**148**	13	**223**	44	105	30	179	28	89	**56**	173	789
05:15 PM	29	137	20	186	51	143	24	218	60	**137**	47	**244**	26	107	43	176	**824**
05:30 PM	**40**	146	29	**215**	54	102	19	175	54	110	**56**	220	27	100	40	167	777
Total Volume	131	562	109	802	223	516	80	819	219	453	164	836	119	422	185	726	3183
% App. Total	16.3	70.1	13.6		27.2	63	9.8		26.2	54.2	19.6		16.4	58.1	25.5		
PHF	.819	.956	.779	.933	.899	.872	.833	.918	.898	.827	.732	.857	.783	.837	.826	.864	.966

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File Name : 15_CVA_Bro_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	32	**147**	**35**	214	56	109	19	184	**61**	101	31	193	22	**150**	41	**213**
+15 mins.	29	137	20	186	56	123	**24**	203	44	105	30	179	27	113	38	178
+30 mins.	**40**	146	29	**215**	**62**	**148**	13	**223**	60	**137**	47	**244**	25	114	37	176
+45 mins.	39	134	17	190	51	143	24	218	54	110	**56**	220	**38**	126	**46**	210
Total Volume	140	564	101	805	225	523	80	828	219	453	164	836	112	503	162	777
% App. Total	17.4	70.1	12.5		27.2	63.2	9.7		26.2	54.2	19.6		14.4	64.7	20.8	
PHF	.875	.959	.721	.936	.907	.883	.833	.928	.898	.827	.732	.857	.737	.838	.880	.912

Location: Chula Vista
N/S: Broadway
E/W: H Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Broadway	East Leg H Street	South Leg Broadway	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	5	1	2	2	10
7:15 AM	6	3	0	2	11
7:30 AM	1	1	9	8	19
7:45 AM	5	2	5	6	18
8:00 AM	6	5	7	5	23
8:15 AM	10	3	5	5	23
8:30 AM	7	2	5	1	15
8:45 AM	3	5	5	2	15
TOTAL VOLUMES:	43	22	38	31	134

	North Leg Broadway	East Leg H Street	South Leg Broadway	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	12	17	20	7	56
4:15 PM	12	15	7	6	40
4:30 PM	19	12	13	10	54
4:45 PM	12	3	17	16	48
5:00 PM	14	18	11	15	58
5:15 PM	14	21	15	6	56
5:30 PM	10	13	11	14	48
5:45 PM	3	8	23	12	46
TOTAL VOLUMES:	96	107	117	86	406

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Location: Chula Vista
N/S: Broadway
E/W: H Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Broadway			Westbound H Street			Northbound Broadway			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	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
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	1	3	0	1	0	0	1	1	0	0	0	0	7

	Southbound Broadway			Westbound H Street			Northbound Broadway			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
4:15 PM	1	0	0	0	1	0	0	1	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	1	0	0	1	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	3	0	0	4	0	0	4	0	0	3	1	16

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City of Chula Vista
N/S: 5th Avenue
E/W: H Street
Weather: Clear

File Name : 16_CVA_5th_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

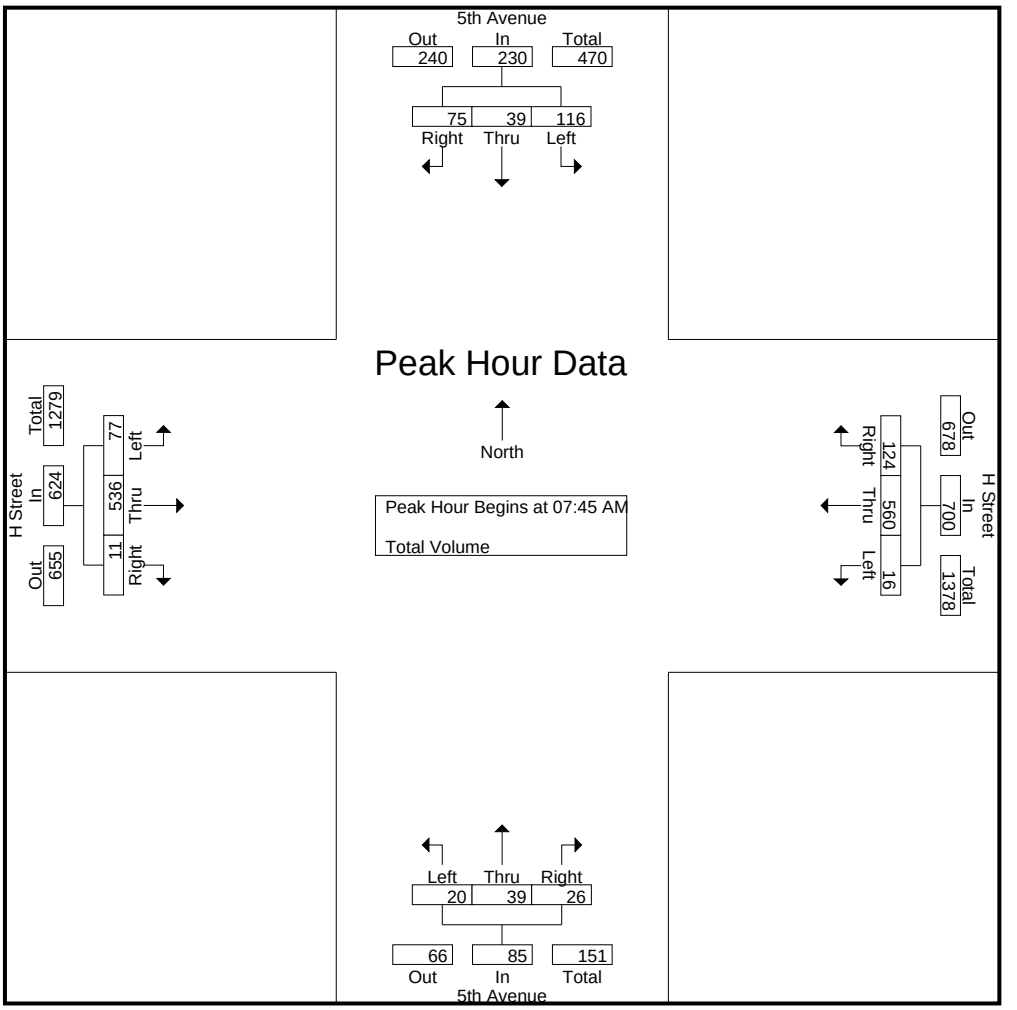
	5th Avenue Southbound				H Street Westbound				5th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	2	7	14	2	87	15	104	0	4	2	6	6	58	0	64	188
07:15 AM	15	4	14	33	2	101	19	122	1	2	2	5	18	86	2	106	266
07:30 AM	27	3	23	53	4	116	26	146	0	6	10	16	10	97	0	107	322
07:45 AM	26	9	24	59	5	133	48	186	5	10	8	23	24	136	0	160	428
Total	73	18	68	159	13	437	108	558	6	22	22	50	58	377	2	437	1204
08:00 AM	44	11	32	87	3	153	50	206	5	12	11	28	38	148	3	189	510
08:15 AM	33	11	9	53	6	124	14	144	5	5	4	14	12	132	5	149	360
08:30 AM	13	8	10	31	2	150	12	164	5	12	3	20	3	120	3	126	341
08:45 AM	18	7	10	35	5	125	7	137	6	3	2	11	2	110	2	114	297
Total	108	37	61	206	16	552	83	651	21	32	20	73	55	510	13	578	1508
Grand Total	181	55	129	365	29	989	191	1209	27	54	42	123	113	887	15	1015	2712
Apprch %	49.6	15.1	35.3		2.4	81.8	15.8		22	43.9	34.1		11.1	87.4	1.5		
Total %	6.7	2	4.8	13.5	1.1	36.5	7	44.6	1	2	1.5	4.5	4.2	32.7	0.6	37.4	

	5th Avenue Southbound				H Street Westbound				5th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	26	9	24	59	5	133	48	186	**5**	10	8	23	24	136	0	160	428
08:00 AM	**44**	**11**	**32**	**87**	3	**153**	**50**	**206**	5	**12**	**11**	**28**	**38**	**148**	3	**189**	**510**
08:15 AM	33	11	9	53	**6**	124	14	144	5	5	4	14	12	132	**5**	149	360
08:30 AM	13	8	10	31	2	150	12	164	5	12	3	20	3	120	3	126	341
Total Volume	116	39	75	230	16	560	124	700	20	39	26	85	77	536	11	624	1639
% App. Total	50.4	17	32.6		2.3	80	17.7		23.5	45.9	30.6		12.3	85.9	1.8		
PHF	.659	.886	.586	.661	.667	.915	.620	.850	1.00	.813	.591	.759	.507	.905	.550	.825	.803

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City of Chula Vista
N/S: 5th Avenue
E/W: H Street
Weather: Clear

File Name : 16_CVA_5th_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	27	3	23	53	5	133	48	186	**5**	10	8	23	24	136	0	160
+15 mins.	26	9	24	59	3	**153**	**50**	**206**	5	**12**	**11**	**28**	**38**	**148**	3	**189**
+30 mins.	**44**	**11**	**32**	**87**	**6**	124	14	144	5	5	4	14	12	132	**5**	149
+45 mins.	33	11	9	53	2	150	12	164	5	12	3	20	3	120	3	126
Total Volume	130	34	88	252	16	560	124	700	20	39	26	85	77	536	11	624
% App. Total	51.6	13.5	34.9		2.3	80	17.7		23.5	45.9	30.6		12.3	85.9	1.8	
PHF	.739	.773	.688	.724	.667	.915	.620	.850	1.000	.813	.591	.759	.507	.905	.550	.825

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City of Chula Vista
N/S: 5th Avenue
E/W: H Street
Weather: Clear

File Name : 16_CVA_5th_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

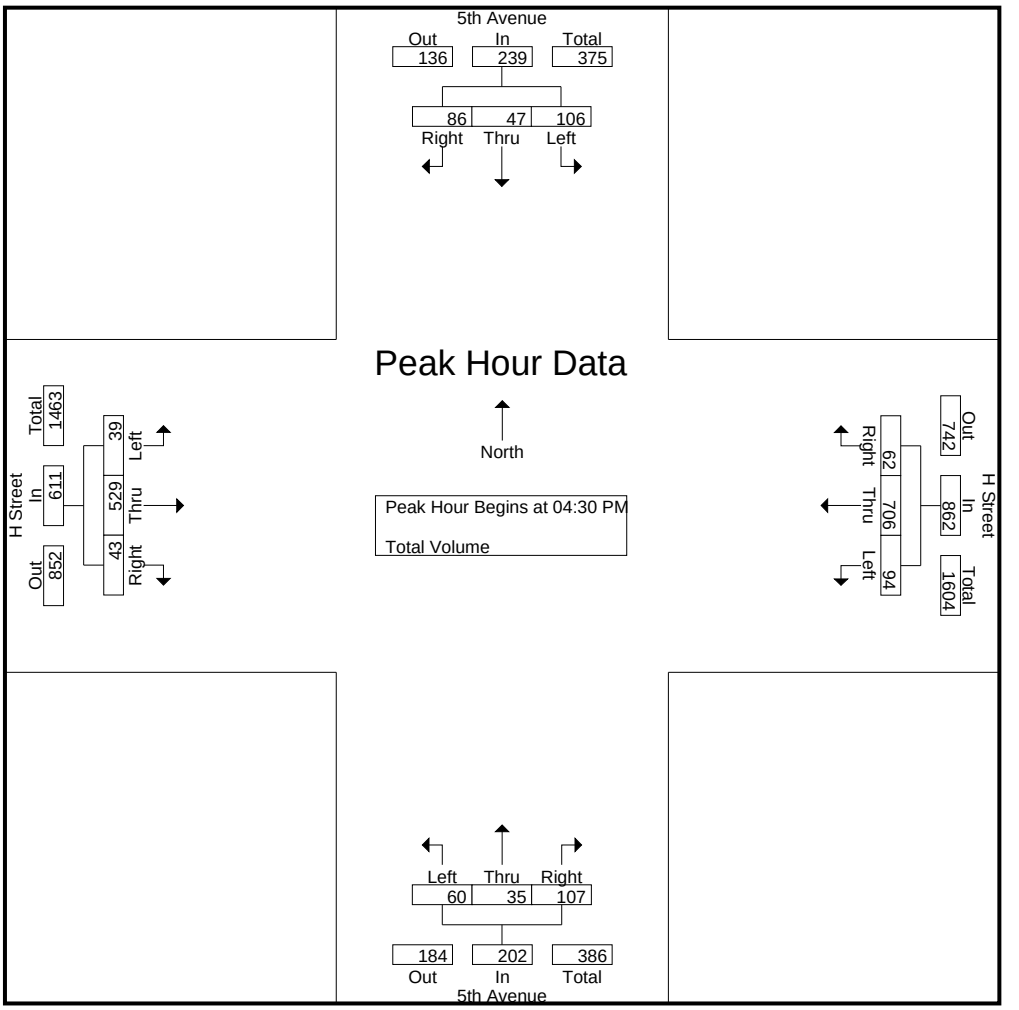
	5th Avenue Southbound				H Street Westbound				5th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	13	23	68	29	177	17	223	12	13	12	37	12	143	11	166	494
04:15 PM	27	11	19	57	31	148	22	201	13	20	22	55	6	124	15	145	458
04:30 PM	23	14	22	59	21	150	21	192	14	9	28	51	9	138	14	161	463
04:45 PM	30	11	21	62	25	179	18	222	11	8	31	50	10	128	8	146	480
Total	112	49	85	246	106	654	78	838	50	50	93	193	37	533	48	618	1895
05:00 PM	29	11	22	62	25	202	13	240	18	11	25	54	6	122	12	140	496
05:15 PM	24	11	21	56	23	175	10	208	17	7	23	47	14	141	9	164	475
05:30 PM	28	12	9	49	28	149	20	197	14	13	25	52	7	142	7	156	454
05:45 PM	28	8	24	60	26	156	18	200	13	12	24	49	20	134	13	167	476
Total	109	42	76	227	102	682	61	845	62	43	97	202	47	539	41	627	1901
Grand Total	221	91	161	473	208	1336	139	1683	112	93	190	395	84	1072	89	1245	3796
Apprch %	46.7	19.2	34		12.4	79.4	8.3		28.4	23.5	48.1		6.7	86.1	7.1		
Total %	5.8	2.4	4.2	12.5	5.5	35.2	3.7	44.3	3	2.4	5	10.4	2.2	28.2	2.3	32.8	

	5th Avenue Southbound				H Street Westbound				5th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	23	**14**	**22**	59	21	150	**21**	192	14	9	28	51	9	138	**14**	161	463
04:45 PM	**30**	11	21	**62**	**25**	179	18	222	11	8	**31**	50	10	128	8	146	480
05:00 PM	29	11	22	62	25	**202**	13	**240**	**18**	**11**	25	**54**	6	122	12	140	**496**
05:15 PM	24	11	21	56	23	175	10	208	17	7	23	47	**14**	**141**	9	**164**	475
Total Volume	106	47	86	239	94	706	62	862	60	35	107	202	39	529	43	611	1914
% App. Total	44.4	19.7	36		10.9	81.9	7.2		29.7	17.3	53		6.4	86.6	7		
PHF	.883	.839	.977	.964	.940	.874	.738	.898	.833	.795	.863	.935	.696	.938	.768	.931	.965

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City of Chula Vista
N/S: 5th Avenue
E/W: H Street
Weather: Clear

File Name : 16_CVA_5th_H PM
Site Code : 23523090
Start Date : 1/25/2023



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:15 PM				05:00 PM			
+0 mins.	**32**	13	**23**	**68**	25	179	18	222	13	**20**	22	**55**	6	122	12	140
+15 mins.	27	11	19	57	25	**202**	13	**240**	14	9	28	51	14	141	9	164
+30 mins.	23	**14**	22	59	23	175	10	208	11	8	**31**	50	7	**142**	7	156
+45 mins.	30	11	21	62	**28**	149	**20**	197	**18**	11	25	54	**20**	134	**13**	**167**
Total Volume	112	49	85	246	101	705	61	867	56	48	106	210	47	539	41	627
% App. Total	45.5	19.9	34.6		11.6	81.3	7		26.7	22.9	50.5		7.5	86	6.5	
PHF	.875	.875	.924	.904	.902	.873	.763	.903	.778	.600	.855	.955	.588	.949	.788	.939

Location: Chula Vista
N/S: 5th Avenue
E/W: H Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg 5th Avenue	East Leg H Street	South Leg 5th Avenue	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	6	9	1	3	19
7:30 AM	3	6	1	0	10
7:45 AM	5	8	1	2	16
8:00 AM	2	11	2	3	18
8:15 AM	9	3	1	1	14
8:30 AM	3	3	2	2	10
8:45 AM	5	6	4	0	15
TOTAL VOLUMES:	34	46	13	11	104

	North Leg 5th Avenue	East Leg H Street	South Leg 5th Avenue	West Leg H Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	9	25	0	5	39
4:15 PM	3	6	0	6	15
4:30 PM	10	8	3	1	22
4:45 PM	1	6	1	0	8
5:00 PM	6	3	0	0	9
5:15 PM	7	8	0	1	16
5:30 PM	2	2	1	1	6
5:45 PM	1	4	0	0	5
TOTAL VOLUMES:	39	62	5	14	120

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Location: Chula Vista
N/S: 5th Avenue
E/W: H Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound 5th Avenue			Westbound H Street			Northbound 5th Avenue			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	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
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	1	3
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	1	3	0	0	3	0	0	1	0	0	0	1	9

	Southbound 5th Avenue			Westbound H Street			Northbound 5th Avenue			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	0	3	0	0	2	0	8

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City of Chula Vista
N/S: 4th Avenue
E/W: H Street
Weather: Clear

File Name : 17_CVA_4th_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

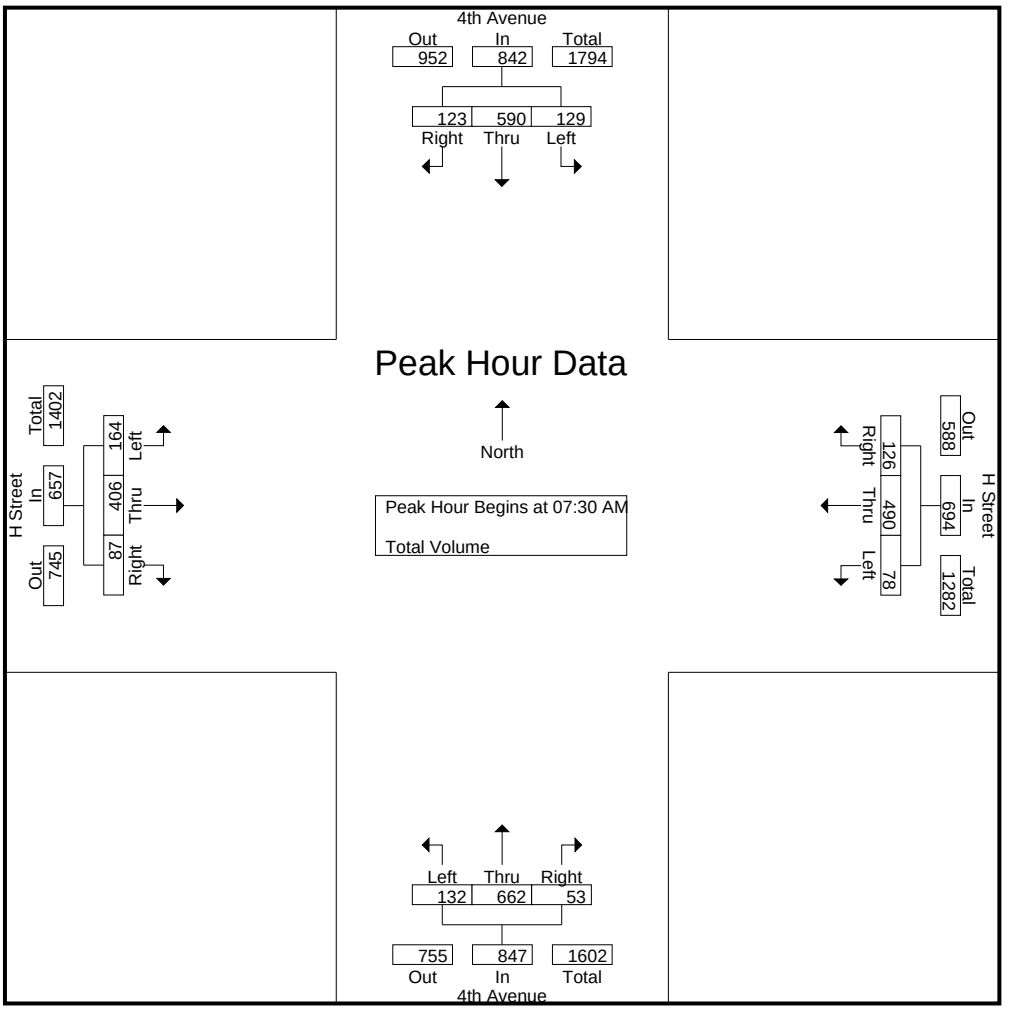
	4th Avenue Southbound				H Street Westbound				4th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	41	7	59	9	85	25	119	20	121	6	147	22	51	6	79	404
07:15 AM	25	87	22	134	9	103	39	151	12	133	6	151	24	57	11	92	528
07:30 AM	27	113	29	169	9	101	40	150	25	140	10	175	21	87	13	121	615
07:45 AM	45	148	29	222	32	124	25	181	46	192	6	244	57	112	17	186	833
Total	108	389	87	584	59	413	129	601	103	586	28	717	124	307	47	478	2380
08:00 AM	32	173	42	247	19	139	23	181	43	163	21	227	38	98	38	174	829
08:15 AM	25	156	23	204	18	126	38	182	18	167	16	201	48	109	19	176	763
08:30 AM	14	66	20	100	18	126	39	183	24	148	13	185	24	83	8	115	583
08:45 AM	30	78	24	132	17	126	34	177	10	90	12	112	28	87	12	127	548
Total	101	473	109	683	72	517	134	723	95	568	62	725	138	377	77	592	2723
Grand Total	209	862	196	1267	131	930	263	1324	198	1154	90	1442	262	684	124	1070	5103
Apprch %	16.5	68	15.5		9.9	70.2	19.9		13.7	80	6.2		24.5	63.9	11.6		
Total %	4.1	16.9	3.8	24.8	2.6	18.2	5.2	25.9	3.9	22.6	1.8	28.3	5.1	13.4	2.4	21	

	4th Avenue Southbound				H Street Westbound				4th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	113	29	169	9	101	**40**	150	25	140	10	175	21	87	13	121	615
07:45 AM	**45**	148	29	222	**32**	124	25	181	**46**	**192**	6	**244**	**57**	**112**	17	**186**	**833**
08:00 AM	32	**173**	**42**	**247**	19	**139**	23	181	43	163	**21**	227	38	98	**38**	174	829
08:15 AM	25	156	23	204	18	126	38	**182**	18	167	16	201	48	109	19	176	763
Total Volume	129	590	123	842	78	490	126	694	132	662	53	847	164	406	87	657	3040
% App. Total	15.3	70.1	14.6		11.2	70.6	18.2		15.6	78.2	6.3		25	61.8	13.2		
PHF	.717	.853	.732	.852	.609	.881	.788	.953	.717	.862	.631	.868	.719	.906	.572	.883	.912

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City of Chula Vista
N/S: 4th Avenue
E/W: H Street
Weather: Clear

File Name : 17_CVA_4th_H AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	27	113	29	169	**32**	124	25	181	**46**	**192**	6	**244**	21	87	13	121
+15 mins.	**45**	148	29	222	19	**139**	23	181	43	163	**21**	227	**57**	**112**	17	**186**
+30 mins.	32	**173**	**42**	**247**	18	126	38	182	18	167	16	201	38	98	**38**	174
+45 mins.	25	156	23	204	18	126	**39**	**183**	24	148	13	185	48	109	19	176
Total Volume	129	590	123	842	87	515	125	727	131	670	56	857	164	406	87	657
% App. Total	15.3	70.1	14.6		12	70.8	17.2		15.3	78.2	6.5		25	61.8	13.2	
PHF	.717	.853	.732	.852	.680	.926	.801	.993	.712	.872	.667	.878	.719	.906	.572	.883

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City of Chula Vista
N/S: 4th Avenue
E/W: H Street
Weather: Clear

File Name : 17_CVA_4th_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

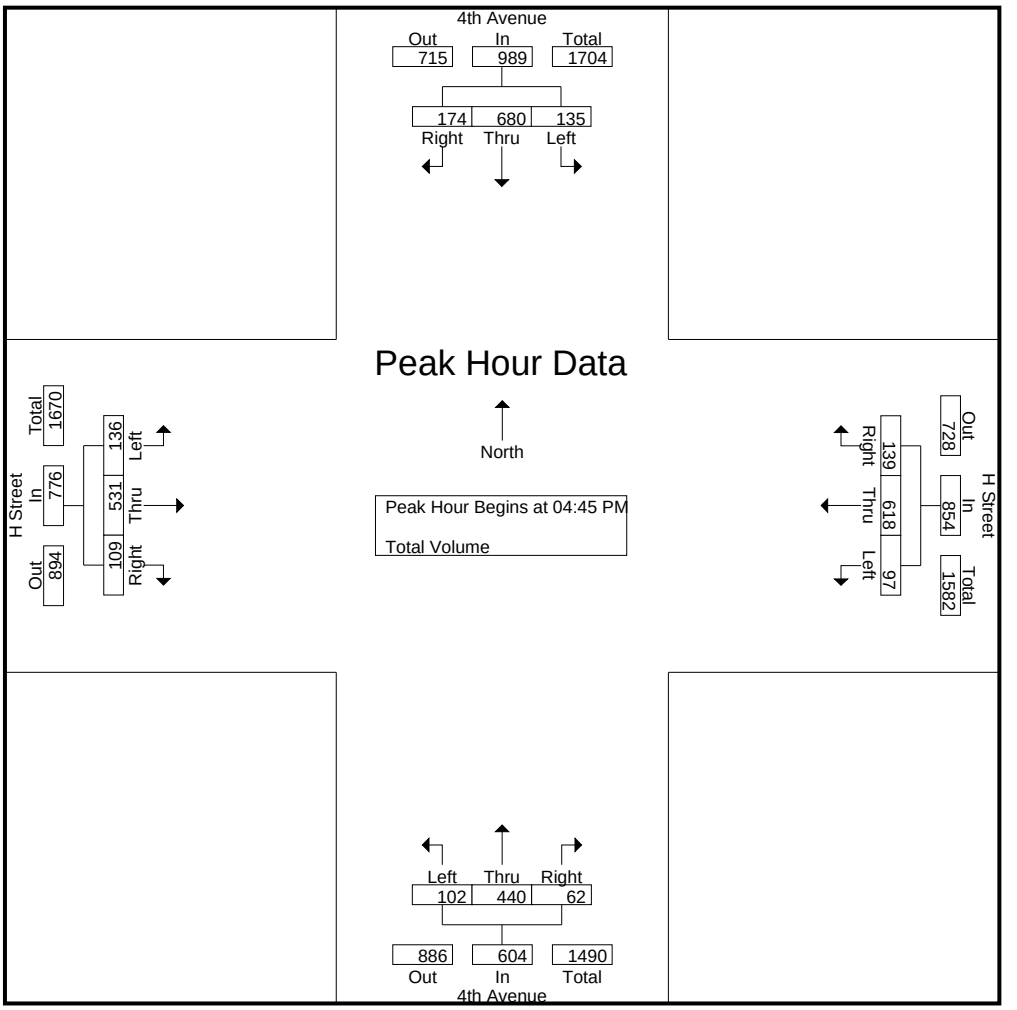
	4th Avenue Southbound				H Street Westbound				4th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	149	53	232	28	160	31	219	33	136	15	184	31	137	16	184	819
04:15 PM	29	131	43	203	24	141	24	189	30	99	16	145	36	135	25	196	733
04:30 PM	34	152	37	223	25	120	44	189	28	93	10	131	34	122	27	183	726
04:45 PM	30	122	42	194	25	164	34	223	29	116	15	160	38	140	27	205	782
Total	123	554	175	852	102	585	133	820	120	444	56	620	139	534	95	768	3060
05:00 PM	34	215	44	293	23	166	40	229	29	103	20	152	24	130	23	177	851
05:15 PM	38	167	53	258	31	155	32	218	25	110	13	148	35	127	33	195	819
05:30 PM	33	176	35	244	18	133	33	184	19	111	14	144	39	134	26	199	771
05:45 PM	27	135	26	188	20	141	22	183	28	84	15	127	32	112	43	187	685
Total	132	693	158	983	92	595	127	814	101	408	62	571	130	503	125	758	3126
Grand Total	255	1247	333	1835	194	1180	260	1634	221	852	118	1191	269	1037	220	1526	6186
Apprch %	13.9	68	18.1		11.9	72.2	15.9		18.6	71.5	9.9		17.6	68	14.4		
Total %	4.1	20.2	5.4	29.7	3.1	19.1	4.2	26.4	3.6	13.8	1.9	19.3	4.3	16.8	3.6	24.7	

	4th Avenue Southbound				H Street Westbound				4th Avenue Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	30	122	42	194	25	164	34	223	**29**	**116**	15	**160**	38	**140**	27	**205**	782
05:00 PM	34	**215**	44	**293**	23	**166**	**40**	**229**	29	103	**20**	152	24	130	23	177	**851**
05:15 PM	**38**	167	**53**	258	**31**	155	32	218	25	110	13	148	35	127	**33**	195	819
05:30 PM	33	176	35	244	18	133	33	184	19	111	14	144	**39**	134	26	199	771
Total Volume	135	680	174	989	97	618	139	854	102	440	62	604	136	531	109	776	3223
% App. Total	13.7	68.8	17.6		11.4	72.4	16.3		16.9	72.8	10.3		17.5	68.4	14		
PHF	.888	.791	.821	.844	.782	.931	.869	.932	.879	.948	.775	.944	.872	.948	.826	.946	.947

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City of Chula Vista
N/S: 4th Avenue
E/W: H Street
Weather: Clear

File Name : 17_CVA_4th_H PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	30	122	42	194	25	120	**44**	189	**33**	**136**	15	**184**	38	**140**	27	**205**
+15 mins.	34	**215**	44	**293**	25	164	34	223	30	99	**16**	145	24	130	23	177
+30 mins.	**38**	167	**53**	258	23	**166**	40	**229**	28	93	10	131	35	127	**33**	195
+45 mins.	33	176	35	244	**31**	155	32	218	29	116	15	160	**39**	134	26	199
Total Volume	135	680	174	989	104	605	150	859	120	444	56	620	136	531	109	776
% App. Total	13.7	68.8	17.6		12.1	70.4	17.5		19.4	71.6	9		17.5	68.4	14	
PHF	.888	.791	.821	.844	.839	.911	.852	.938	.909	.816	.875	.842	.872	.948	.826	.946

Location: Chula Vista
N/S: 4th Avenue
E/W: H Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg 4th Avenue Pedestrians	East Leg H Street Pedestrians	South Leg 4th Avenue Pedestrians	West Leg H Street Pedestrians	
7:00 AM	1	1	1	0	3
7:15 AM	3	2	2	1	8
7:30 AM	4	2	8	0	14
7:45 AM	4	8	4	6	22
8:00 AM	3	4	2	7	16
8:15 AM	9	6	3	5	23
8:30 AM	6	5	3	3	17
8:45 AM	15	10	3	7	35
TOTAL VOLUMES:	45	38	26	29	138

	North Leg 4th Avenue Pedestrians	East Leg H Street Pedestrians	South Leg 4th Avenue Pedestrians	West Leg H Street Pedestrians	
4:00 PM	2	8	6	18	34
4:15 PM	1	1	7	0	9
4:30 PM	6	3	4	6	19
4:45 PM	3	4	7	6	20
5:00 PM	8	13	10	6	37
5:15 PM	1	5	3	0	9
5:30 PM	4	0	2	0	6
5:45 PM	1	2	0	1	4
TOTAL VOLUMES:	26	36	39	37	138

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Location: Chula Vista
N/S: 4th Avenue
E/W: H Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound 4th Avenue			Westbound H Street			Northbound 4th Avenue			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound 4th Avenue			Westbound H Street			Northbound 4th Avenue			Eastbound H Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	1	0	0	2	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	4	0	0	1	0	0	5	1	12

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City of Chula Vista
N/S: Marina Parkway
E/W: Marina Way
Weather: Clear

File Name : 28_CVA_M Pkwy_M Way AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

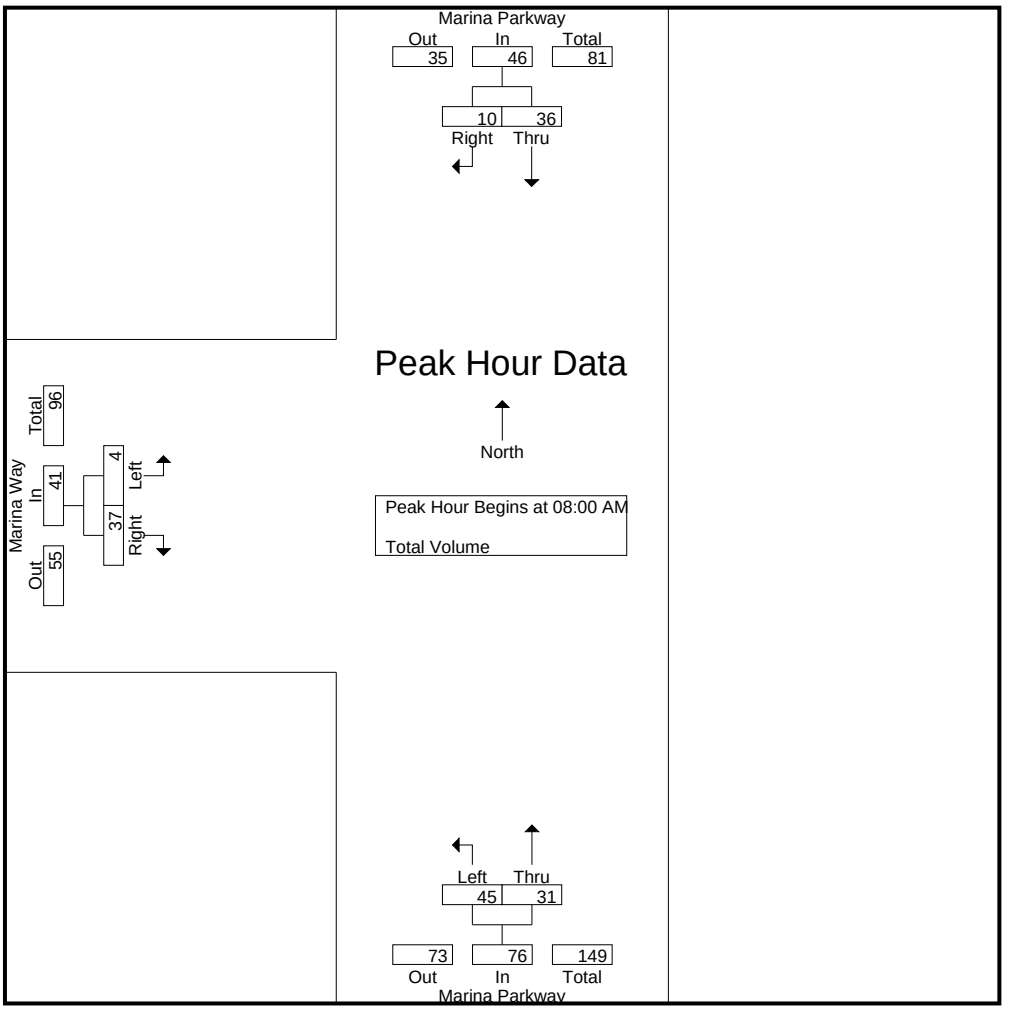
	Marina Parkway Southbound			Marina Parkway Northbound			Marina Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	9	0	9	7	14	21	1	4	5	35
07:15 AM	5	0	5	8	7	15	0	7	7	27
07:30 AM	5	4	9	10	9	19	0	8	8	36
07:45 AM	12	0	12	15	12	27	2	8	10	49
Total	31	4	35	40	42	82	3	27	30	147
08:00 AM	8	3	11	14	7	21	1	8	9	41
08:15 AM	7	1	8	7	5	12	0	9	9	29
08:30 AM	7	2	9	10	10	20	1	9	10	39
08:45 AM	14	4	18	14	9	23	2	11	13	54
Total	36	10	46	45	31	76	4	37	41	163
Grand Total	67	14	81	85	73	158	7	64	71	310
Apprch %	82.7	17.3		53.8	46.2		9.9	90.1		
Total %	21.6	4.5	26.1	27.4	23.5	51	2.3	20.6	22.9	

	Marina Parkway Southbound			Marina Parkway Northbound			Marina Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	8	3	11	**14**	7	21	1	8	9	41
08:15 AM	7	1	8	7	5	12	0	9	9	29
08:30 AM	7	2	9	10	**10**	20	1	9	10	39
08:45 AM	**14**	**4**	**18**	14	9	**23**	**2**	**11**	**13**	**54**
Total Volume	36	10	46	45	31	76	4	37	41	163
% App. Total	78.3	21.7		59.2	40.8		9.8	90.2		
PHF	.643	.625	.639	.804	.775	.826	.500	.841	.788	.755

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City of Chula Vista
N/S: Marina Parkway
E/W: Marina Way
Weather: Clear

File Name : 28_CVA_M Pkwy_M Way AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			08:00 AM		
+0 mins.	8	3	11	7	**14**	21	1	8	9
+15 mins.	7	1	8	8	7	15	0	9	9
+30 mins.	7	2	9	10	9	19	1	9	10
+45 mins.	**14**	**4**	**18**	**15**	12	**27**	**2**	**11**	**13**
Total Volume	36	10	46	40	42	82	4	37	41
% App. Total	78.3	21.7		48.8	51.2		9.8	90.2	
PHF	.643	.625	.639	.667	.750	.759	.500	.841	.788

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City of Chula Vista
N/S: Marina Parkway
E/W: Marina Way
Weather: Clear

File Name : 28_CVA_M Pkwy_M Way PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

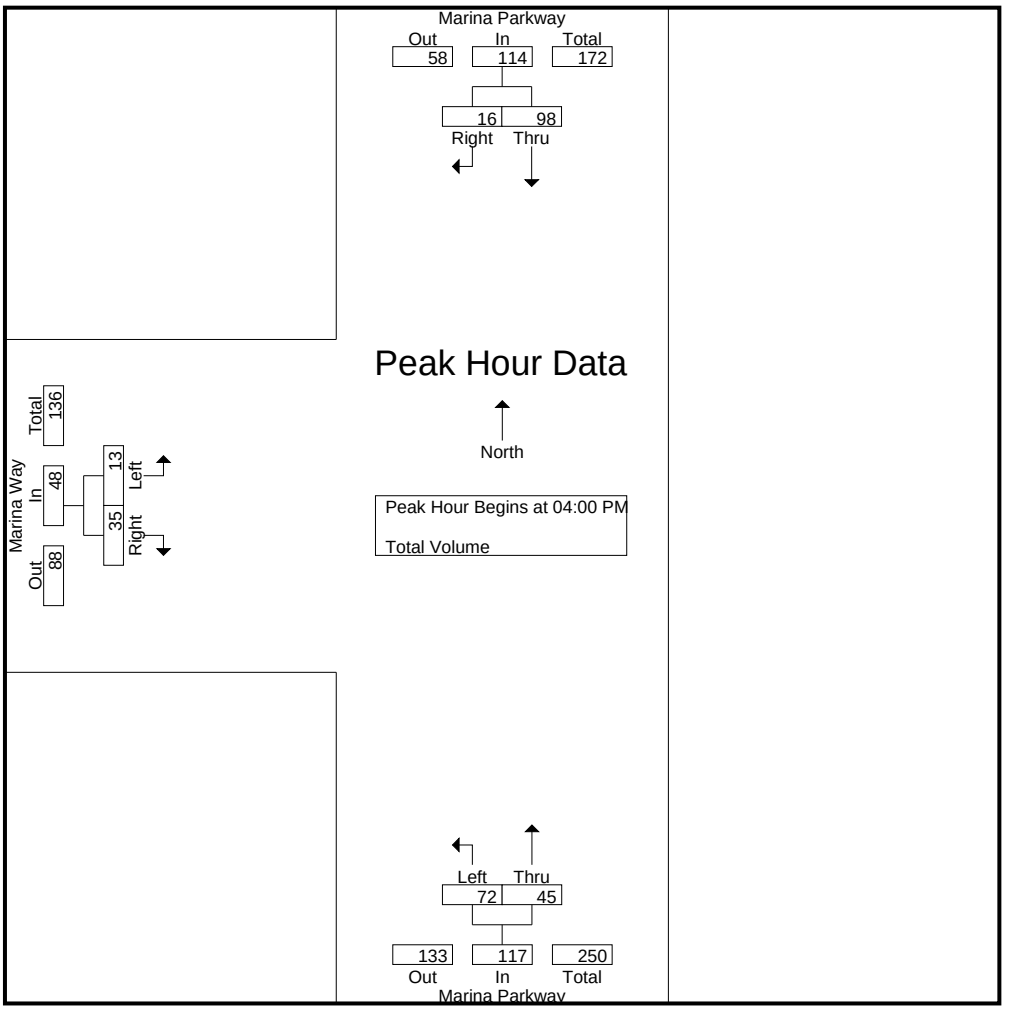
	Marina Parkway Southbound			Marina Parkway Northbound			Marina Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	39	5	44	16	14	30	2	9	11	85
04:15 PM	27	3	30	21	12	33	1	9	10	73
04:30 PM	20	5	25	14	12	26	6	10	16	67
04:45 PM	12	3	15	21	7	28	4	7	11	54
Total	98	16	114	72	45	117	13	35	48	279
05:00 PM	23	5	28	15	16	31	1	16	17	76
05:15 PM	22	2	24	18	15	33	0	16	16	73
05:30 PM	16	5	21	16	3	19	1	19	20	60
05:45 PM	21	3	24	17	7	24	2	18	20	68
Total	82	15	97	66	41	107	4	69	73	277
Grand Total	180	31	211	138	86	224	17	104	121	556
Apprch %	85.3	14.7		61.6	38.4		14	86		
Total %	32.4	5.6	37.9	24.8	15.5	40.3	3.1	18.7	21.8	

	Marina Parkway Southbound			Marina Parkway Northbound			Marina Way Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**39**	**5**	**44**	16	**14**	30	2	9	11	**85**
04:15 PM	27	3	30	**21**	12	**33**	1	9	10	73
04:30 PM	20	5	25	14	12	26	**6**	**10**	**16**	67
04:45 PM	12	3	15	21	7	28	4	7	11	54
Total Volume	98	16	114	72	45	117	13	35	48	279
% App. Total	86	14		61.5	38.5		27.1	72.9		
PHF	.628	.800	.648	.857	.804	.886	.542	.875	.750	.821

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City of Chula Vista
N/S: Marina Parkway
E/W: Marina Way
Weather: Clear

File Name : 28_CVA_M Pkwy_M Way PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			05:00 PM		
+0 mins.	**39**	**5**	**44**	**21**	12	**33**	1	16	17
+15 mins.	27	3	30	14	12	26	0	16	16
+30 mins.	20	5	25	21	7	28	1	**19**	**20**
+45 mins.	12	3	15	15	**16**	31	**2**	18	20
Total Volume	98	16	114	71	47	118	4	69	73
% App. Total	86	14		60.2	39.8		5.5	94.5	
PHF	.628	.800	.648	.845	.734	.894	.500	.908	.913

Location: Chula Vista
N/S: Marina Parkway
E/W: Marina Way

Date: 2/23/2023
Day: Thursday

PEDESTRIANS

	North Leg Marina Parkway	East Leg Dead End	South Leg Marina Parkway	West Leg Marina Way	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	3	3
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	6	6

	North Leg Marina Parkway	East Leg Dead End	South Leg Marina Parkway	West Leg Marina Way	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	5	5
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	2	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	10	10

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Location: Chula Vista
N/S: Marina Parkway
E/W: Marina Way

Date: 2/23/2023
Day: Thursday

BICYCLES

	Southbound Marina Parkway			Westbound Dead End			Northbound Marina Parkway			Eastbound Marina Way			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	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
7:30 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Marina Parkway			Westbound Dead End			Northbound Marina Parkway			Eastbound Marina Way			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
5:15 PM	0	1	2	0	0	0	1	0	0	2	0	0	6
5:30 PM	0	2	0	0	0	0	0	1	0	3	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	3	0	0	0	3	2	0	5	0	0	16

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City of Chula Vista
N/S: Bay Boulevard
E/W: Marina Parkway
Weather: Clear

File Name : 18_CVA_Bay_Mar AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

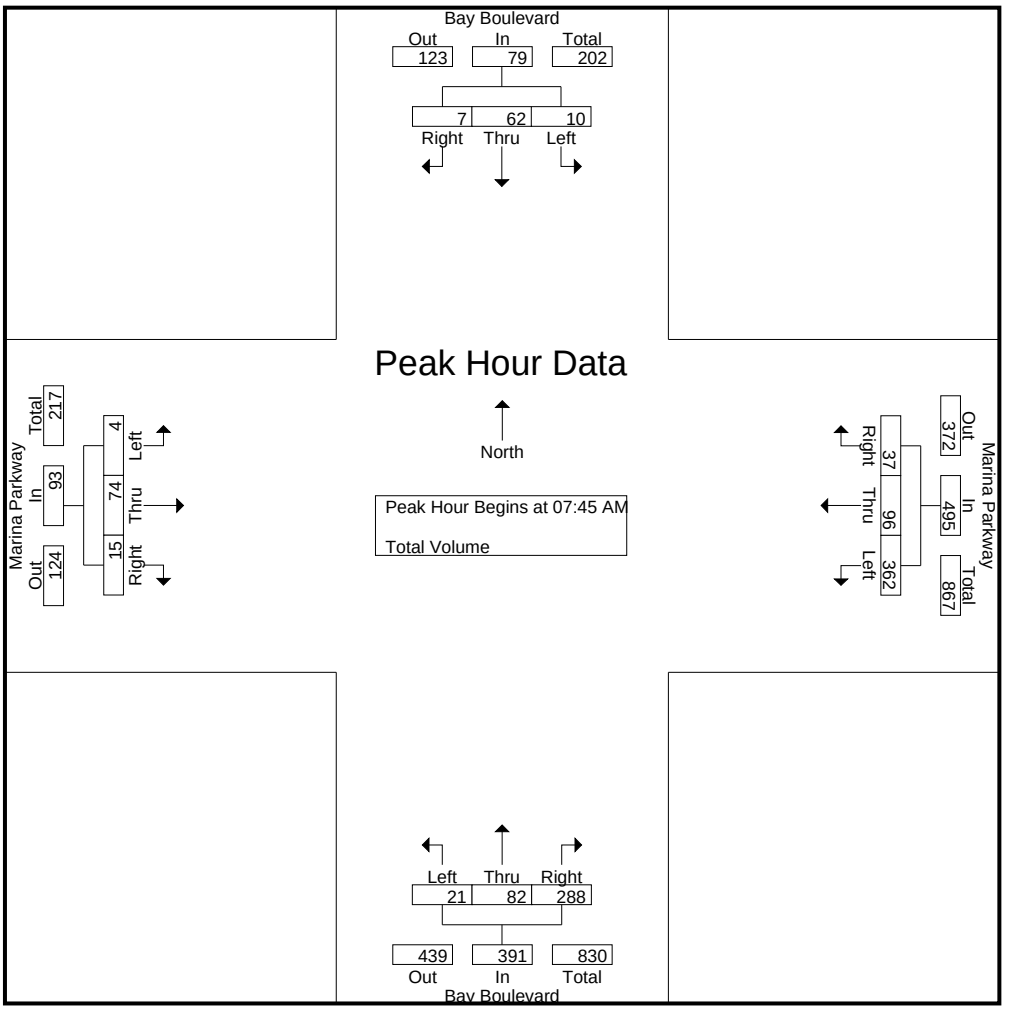
	Bay Boulevard Southbound				Marina Parkway Westbound				Bay Boulevard Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	4	0	7	13	13	5	31	6	4	21	31	2	12	3	17	86
07:15 AM	1	3	0	4	35	20	13	68	3	12	8	23	4	13	3	20	115
07:30 AM	6	6	2	14	81	16	10	107	1	11	24	36	0	12	5	17	174
07:45 AM	4	12	2	18	109	23	6	138	7	22	53	82	2	21	7	30	268
Total	14	25	4	43	238	72	34	344	17	49	106	172	8	58	18	84	643
08:00 AM	3	26	2	31	105	21	10	136	3	23	71	97	1	18	2	21	285
08:15 AM	1	18	2	21	98	25	12	135	5	24	90	119	1	18	4	23	298
08:30 AM	2	6	1	9	50	27	9	86	6	13	74	93	0	17	2	19	207
08:45 AM	7	4	3	14	28	24	11	63	7	10	41	58	4	17	2	23	158
Total	13	54	8	75	281	97	42	420	21	70	276	367	6	70	10	86	948
Grand Total	27	79	12	118	519	169	76	764	38	119	382	539	14	128	28	170	1591
Apprch %	22.9	66.9	10.2		67.9	22.1	9.9		7.1	22.1	70.9		8.2	75.3	16.5		
Total %	1.7	5	0.8	7.4	32.6	10.6	4.8	48	2.4	7.5	24	33.9	0.9	8	1.8	10.7	

	Bay Boulevard Southbound				Marina Parkway Westbound				Bay Boulevard Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	12	**2**	18	**109**	23	6	**138**	**7**	22	53	82	**2**	**21**	**7**	**30**	268
08:00 AM	3	**26**	2	**31**	105	21	10	136	3	23	71	97	1	18	2	21	285
08:15 AM	1	18	2	21	98	25	**12**	135	5	**24**	**90**	**119**	1	18	4	23	**298**
08:30 AM	2	6	1	9	50	**27**	9	86	6	13	74	93	0	17	2	19	207
Total Volume	10	62	7	79	362	96	37	495	21	82	288	391	4	74	15	93	1058
% App. Total	12.7	78.5	8.9		73.1	19.4	7.5		5.4	21	73.7		4.3	79.6	16.1		
PHF	.625	.596	.875	.637	.830	.889	.771	.897	.750	.854	.800	.821	.500	.881	.536	.775	.888

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City of Chula Vista
N/S: Bay Boulevard
E/W: Marina Parkway
Weather: Clear

File Name : 18_CVA_Bay_Mar AM
Site Code : 23523090
Start Date : 1/25/2023



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	**6**	6	**2**	14	81	16	10	107	**7**	22	53	82	**2**	**21**	**7**	**30**
+15 mins.	4	12	2	18	**109**	23	6	**138**	3	23	71	97	1	18	2	21
+30 mins.	3	**26**	2	**31**	105	21	10	136	5	**24**	**90**	**119**	1	18	4	23
+45 mins.	1	18	2	21	98	**25**	**12**	135	6	13	74	93	0	17	2	19
Total Volume	14	62	8	84	393	85	38	516	21	82	288	391	4	74	15	93
% App. Total	16.7	73.8	9.5		76.2	16.5	7.4		5.4	21	73.7		4.3	79.6	16.1	
PHF	.583	.596	1.000	.677	.901	.850	.792	.935	.750	.854	.800	.821	.500	.881	.536	.775

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City of Chula Vista
N/S: Bay Boulevard
E/W: Marina Parkway
Weather: Clear

File Name : 18_CVA_Bay_Mar PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

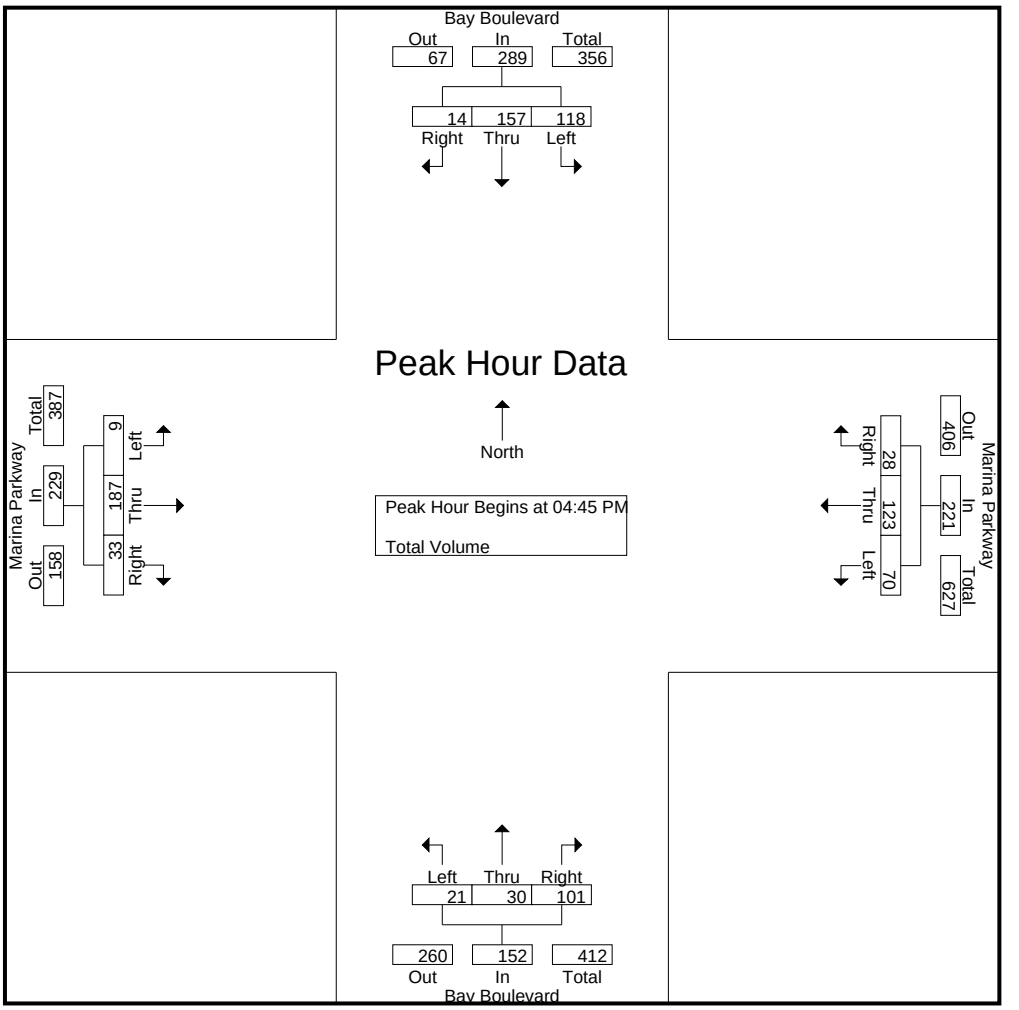
	Bay Boulevard Southbound				Marina Parkway Westbound				Bay Boulevard Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	40	1	62	10	24	7	41	8	5	23	36	4	51	9	64	203
04:15 PM	35	33	5	73	11	28	2	41	5	4	14	23	3	46	10	59	196
04:30 PM	17	28	3	48	12	26	5	43	4	13	27	44	4	49	12	65	200
04:45 PM	41	40	5	86	17	30	9	56	7	5	20	32	3	42	7	52	226
Total	114	141	14	269	50	108	23	181	24	27	84	135	14	188	38	240	825
05:00 PM	26	35	4	65	16	30	3	49	5	6	34	45	2	57	8	67	226
05:15 PM	18	33	2	53	16	35	6	57	7	12	32	51	2	53	7	62	223
05:30 PM	33	49	3	85	21	28	10	59	2	7	15	24	2	35	11	48	216
05:45 PM	25	23	2	50	6	18	1	25	6	5	11	22	0	35	7	42	139
Total	102	140	11	253	59	111	20	190	20	30	92	142	6	180	33	219	804
Grand Total	216	281	25	522	109	219	43	371	44	57	176	277	20	368	71	459	1629
Apprch %	41.4	53.8	4.8		29.4	59	11.6		15.9	20.6	63.5		4.4	80.2	15.5		
Total %	13.3	17.2	1.5	32	6.7	13.4	2.6	22.8	2.7	3.5	10.8	17	1.2	22.6	4.4	28.2	

	Bay Boulevard Southbound				Marina Parkway Westbound				Bay Boulevard Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**41**	40	**5**	**86**	17	30	9	56	**7**	5	20	32	**3**	42	7	52	**226**
05:00 PM	26	35	4	65	16	30	3	49	5	6	**34**	45	2	**57**	8	**67**	226
05:15 PM	18	33	2	53	16	**35**	6	57	7	**12**	32	**51**	2	53	7	62	223
05:30 PM	33	**49**	3	85	**21**	28	**10**	**59**	2	7	15	24	2	35	**11**	48	216
Total Volume	118	157	14	289	70	123	28	221	21	30	101	152	9	187	33	229	891
% App. Total	40.8	54.3	4.8		31.7	55.7	12.7		13.8	19.7	66.4		3.9	81.7	14.4		
PHF	.720	.801	.700	.840	.833	.879	.700	.936	.750	.625	.743	.745	.750	.820	.750	.854	.986

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City of Chula Vista
N/S: Bay Boulevard
E/W: Marina Parkway
Weather: Clear

File Name : 18_CVA_Bay_Mar PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	**41**	40	**5**	**86**	17	30	9	56	4	**13**	27	44	**4**	49	**12**	65
+15 mins.	26	35	4	65	16	30	3	49	**7**	5	20	32	3	42	7	52
+30 mins.	18	33	2	53	16	**35**	6	57	5	6	**34**	45	2	**57**	8	**67**
+45 mins.	33	**49**	3	85	**21**	28	**10**	**59**	7	12	32	**51**	2	53	7	62
Total Volume	118	157	14	289	70	123	28	221	23	36	113	172	11	201	34	246
% App. Total	40.8	54.3	4.8		31.7	55.7	12.7		13.4	20.9	65.7		4.5	81.7	13.8	
PHF	.720	.801	.700	.840	.833	.879	.700	.936	.821	.692	.831	.843	.688	.882	.708	.918

Location: Chula Vista
N/S: Bay Boulevard
E/W: Marina Parkway

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Bay Boulevard	East Leg Marina Parkway	South Leg Bay Boulevard	West Leg Marina Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	1	3
7:15 AM	1	0	2	3	6
7:30 AM	1	0	1	2	4
7:45 AM	2	0	4	7	13
8:00 AM	6	0	9	11	26
8:15 AM	1	0	3	5	9
8:30 AM	0	0	0	1	1
8:45 AM	3	0	3	5	11
TOTAL VOLUMES:	14	0	24	35	73

	North Leg Bay Boulevard	East Leg Marina Parkway	South Leg Bay Boulevard	West Leg Marina Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	3	4	7
4:15 PM	2	0	1	2	5
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	2	3
5:15 PM	4	0	3	0	7
5:30 PM	1	0	0	1	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	8	0	8	9	25

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Location: Chula Vista
N/S: Bay Boulevard
E/W: Marina Parkway

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Bay Boulevard			Westbound Marina Parkway			Northbound Bay Boulevard			Eastbound Marina Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
7:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	5
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	2	0	0	1	2	0	0	0	1	6
8:30 AM	0	0	0	0	0	0	1	2	0	0	0	5	8
8:45 AM	0	0	0	0	1	0	4	1	0	0	1	1	8
TOTAL VOLUMES:	0	5	0	5	1	0	6	6	1	1	1	8	34

	Southbound Bay Boulevard			Westbound Marina Parkway			Northbound Bay Boulevard			Eastbound Marina Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	3	0	0	0	0	0	1	1	0	1	5	11
4:15 PM	0	0	0	1	0	1	1	0	1	0	0	3	7
4:30 PM	1	0	0	0	0	0	1	3	1	0	0	3	9
4:45 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
5:00 PM	0	1	0	1	3	0	0	1	1	0	0	4	11
5:15 PM	0	0	0	0	0	0	1	0	1	0	1	0	3
5:30 PM	0	1	0	0	0	0	1	1	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	7	0	2	3	1	4	6	5	0	3	15	47

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: Marina Parkway/J Street
Weather: Clear

File Name : 19_CVA_5S_J St AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

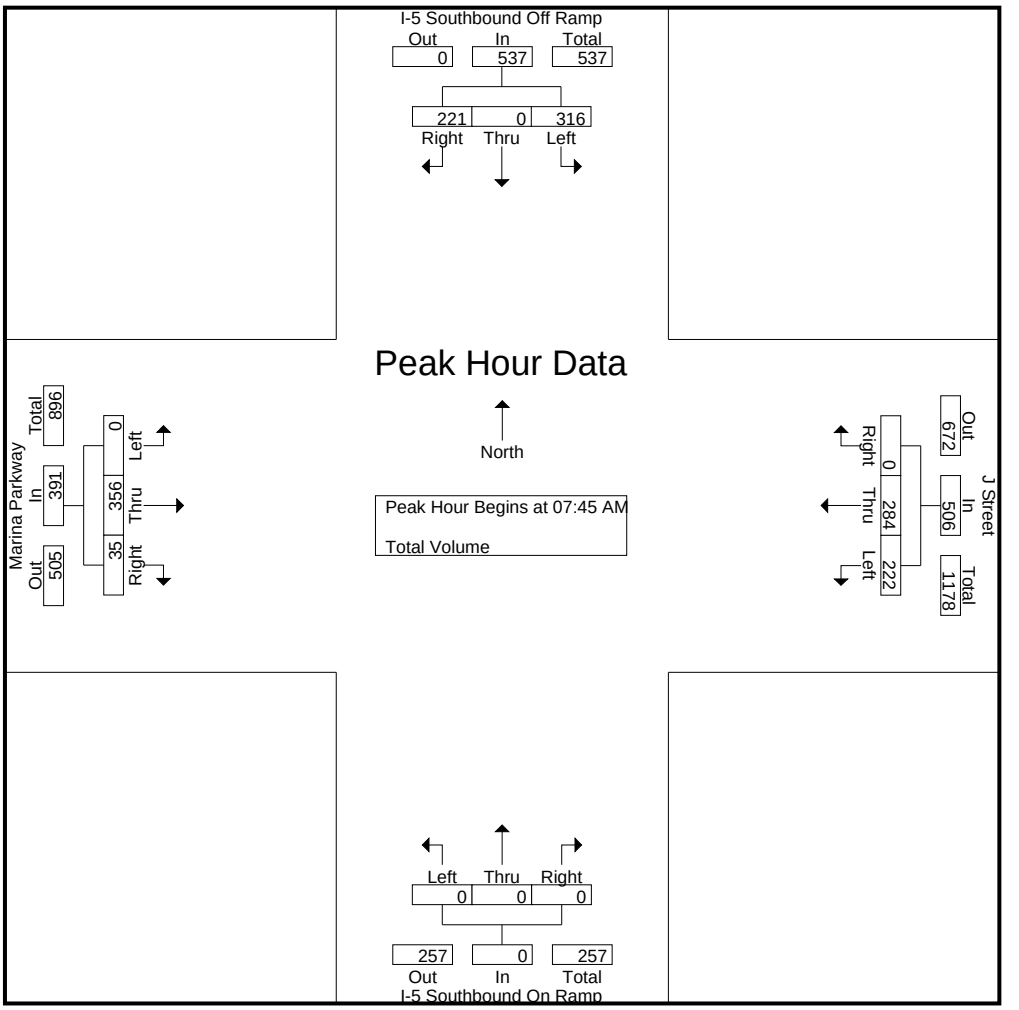
	I-5 Southbound Off Ramp Southbound				J Street Westbound				I-5 Southbound On Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	40	0	11	51	25	20	0	45	0	0	0	0	0	31	4	35	131
07:15 AM	51	0	30	81	46	40	0	86	0	0	0	0	0	20	5	25	192
07:30 AM	91	0	51	142	51	54	0	105	0	0	0	0	0	28	7	35	282
07:45 AM	94	0	78	172	67	76	0	143	0	0	0	0	0	75	11	86	401
Total	276	0	170	446	189	190	0	379	0	0	0	0	0	154	27	181	1006
08:00 AM	82	0	58	140	62	74	0	136	0	0	0	0	0	99	6	105	381
08:15 AM	74	0	56	130	53	79	0	132	0	0	0	0	0	97	10	107	369
08:30 AM	66	0	29	95	40	55	0	95	0	0	0	0	0	85	8	93	283
08:45 AM	65	0	34	99	31	29	0	60	0	0	0	0	0	59	7	66	225
Total	287	0	177	464	186	237	0	423	0	0	0	0	0	340	31	371	1258
Grand Total	563	0	347	910	375	427	0	802	0	0	0	0	0	494	58	552	2264
Apprch %	61.9	0	38.1		46.8	53.2	0		0	0	0		0	89.5	10.5		
Total %	24.9	0	15.3	40.2	16.6	18.9	0	35.4	0	0	0	0	0	21.8	2.6	24.4	

	I-5 Southbound Off Ramp Southbound				J Street Westbound				I-5 Southbound On Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**94**	0	**78**	**172**	**67**	76	0	**143**	0	0	0	0	0	75	**11**	86	**401**
08:00 AM	82	0	58	140	62	74	0	136	0	0	0	0	0	**99**	6	105	381
08:15 AM	74	0	56	130	53	**79**	0	132	0	0	0	0	0	97	10	**107**	369
08:30 AM	66	0	29	95	40	55	0	95	0	0	0	0	0	85	8	93	283
Total Volume	316	0	221	537	222	284	0	506	0	0	0	0	0	356	35	391	1434
% App. Total	58.8	0	41.2		43.9	56.1	0		0	0	0		0	91	9		
PHF	.840	.000	.708	.781	.828	.899	.000	.885	.000	.000	.000	.000	.000	.899	.795	.914	.894

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: Marina Parkway/J Street
Weather: Clear

File Name : 19_CVA_5S_J St AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	91	0	51	142	51	54	0	105	0	0	0	0	0	75	**11**	86
+15 mins.	**94**	0	**78**	**172**	**67**	76	0	**143**	0	0	0	0	0	**99**	6	105
+30 mins.	82	0	58	140	62	74	0	136	0	0	0	0	0	97	10	**107**
+45 mins.	74	0	56	130	53	**79**	0	132	0	0	0	0	0	85	8	93
Total Volume	341	0	243	584	233	283	0	516	0	0	0	0	0	356	35	391
% App. Total	58.4	0	41.6		45.2	54.8	0		0	0	0		0	91	9	
PHF	.907	.000	.779	.849	.869	.896	.000	.902	.000	.000	.000	.000	.000	.899	.795	.914

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: Marina Parkway/J Street
Weather: Clear

File Name : 19_CVA_5S_J St PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

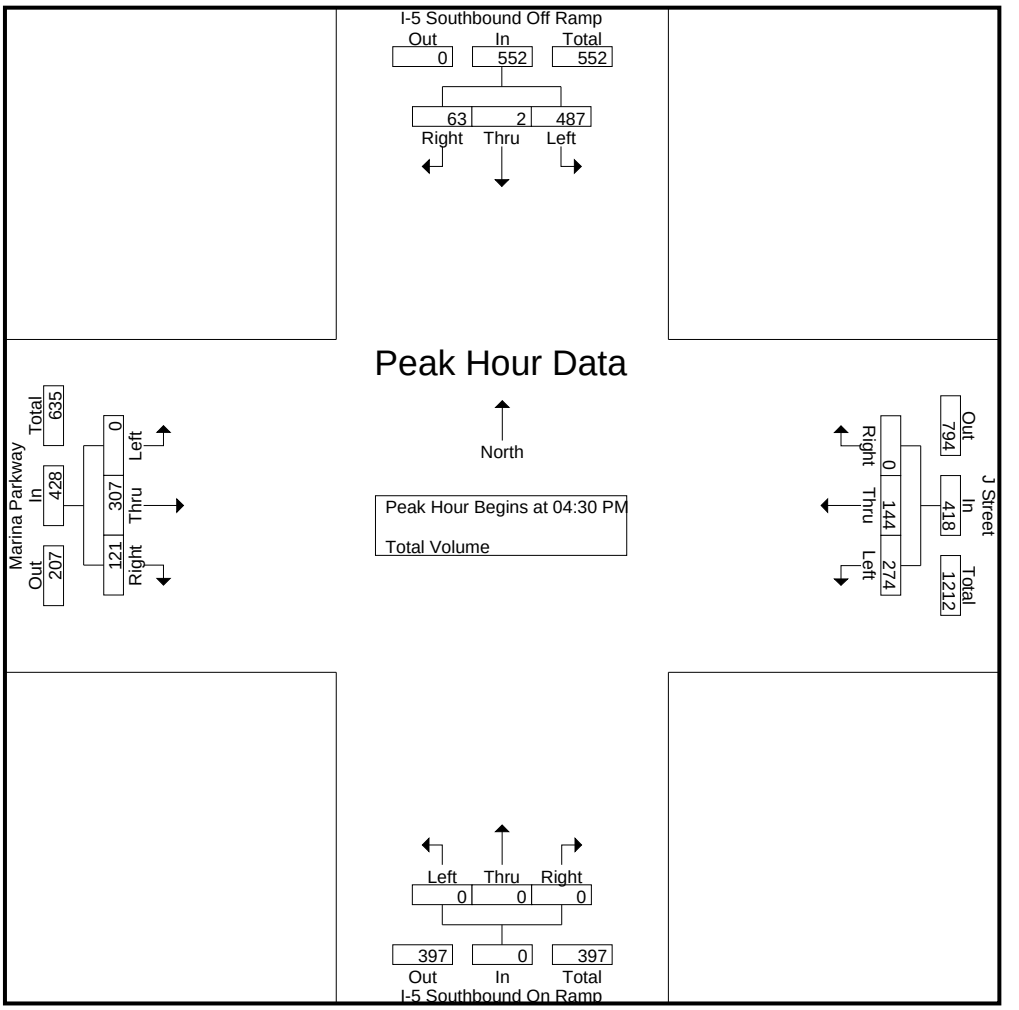
	I-5 Southbound Off Ramp Southbound				J Street Westbound				I-5 Southbound On Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	110	0	15	125	82	32	0	114	0	0	0	0	0	70	31	101	340
04:15 PM	118	0	16	134	75	27	0	102	0	0	0	0	0	67	33	100	336
04:30 PM	128	0	8	136	59	36	0	95	0	0	0	0	0	67	27	94	325
04:45 PM	114	0	12	126	68	40	0	108	0	0	0	0	0	80	28	108	342
Total	470	0	51	521	284	135	0	419	0	0	0	0	0	284	119	403	1343
05:00 PM	136	1	20	157	72	33	0	105	0	0	0	0	0	77	41	118	380
05:15 PM	109	1	23	133	75	35	0	110	0	0	0	0	0	83	25	108	351
05:30 PM	102	1	25	128	75	37	0	112	0	0	0	0	0	60	24	84	324
05:45 PM	111	0	6	117	60	18	0	78	0	0	0	0	0	51	21	72	267
Total	458	3	74	535	282	123	0	405	0	0	0	0	0	271	111	382	1322
Grand Total	928	3	125	1056	566	258	0	824	0	0	0	0	0	555	230	785	2665
Apprch %	87.9	0.3	11.8		68.7	31.3	0		0	0	0		0	70.7	29.3		
Total %	34.8	0.1	4.7	39.6	21.2	9.7	0	30.9	0	0	0	0	0	20.8	8.6	29.5	

	I-5 Southbound Off Ramp Southbound				J Street Westbound				I-5 Southbound On Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	128	0	8	136	59	36	0	95	0	0	0	0	0	67	27	94	325
04:45 PM	114	0	12	126	68	**40**	0	108	0	0	0	0	0	80	28	108	342
05:00 PM	**136**	**1**	20	**157**	72	33	0	105	0	0	0	0	0	77	**41**	**118**	**380**
05:15 PM	109	1	**23**	133	**75**	35	0	**110**	0	0	0	0	0	**83**	25	108	351
Total Volume	487	2	63	552	274	144	0	418	0	0	0	0	0	307	121	428	1398
% App. Total	88.2	0.4	11.4		65.6	34.4	0		0	0	0		0	71.7	28.3		
PHF	.895	.500	.685	.879	.913	.900	.000	.950	.000	.000	.000	.000	.000	.925	.738	.907	.920

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City of Chula Vista
N/S: I-5 Southbound Ramps
E/W: Marina Parkway/J Street
Weather: Clear

File Name : 19_CVA_5S_J St PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	118	0	16	134	68	**40**	0	108	0	0	0	0	0	67	27	94
+15 mins.	128	0	8	136	72	33	0	105	0	0	0	0	0	80	28	108
+30 mins.	114	0	12	126	**75**	35	0	110	0	0	0	0	0	77	**41**	**118**
+45 mins.	**136**	**1**	**20**	**157**	75	37	0	**112**	0	0	0	0	0	**83**	25	108
Total Volume	496	1	56	553	290	145	0	435	0	0	0	0	0	307	121	428
% App. Total	89.7	0.2	10.1		66.7	33.3	0		0	0	0		0	71.7	28.3	
PHF	.912	.250	.700	.881	.967	.906	.000	.971	.000	.000	.000	.000	.000	.925	.738	.907

Location: Chula Vista
N/S: I-5 SB Ramps
E/W: Marina Pkwy/J Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-5 SB Ramps	East Leg J Street	South Leg I-5 SB Ramps	West Leg Marina Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	1	0	2	0	3
7:30 AM	0	0	3	0	3
7:45 AM	2	0	2	0	4
8:00 AM	5	0	6	0	11
8:15 AM	1	0	3	0	4
8:30 AM	0	0	0	0	0
8:45 AM	4	0	2	0	6
TOTAL VOLUMES:	14	0	19	0	33

	North Leg I-5 SB Ramps	East Leg J Street	South Leg I-5 SB Ramps	West Leg Marina Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	4	0	5
4:15 PM	2	0	1	0	3
4:30 PM	2	0	0	0	2
4:45 PM	1	0	0	0	1
5:00 PM	3	0	1	0	4
5:15 PM	2	0	2	0	4
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	12	0	8	0	20

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Location: Chula Vista
N/S: I-5 SB Ramps
E/W: Marina Pkwy/J Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound I-5 SB Ramps			Westbound J Street			Northbound I-5 SB Ramps			Eastbound Marina Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	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
7:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	1	7	0	0	0	0	0	2	0	10

	Southbound I-5 SB Ramps			Westbound J Street			Northbound I-5 SB Ramps			Eastbound Marina Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	1	0	4	0	0	0	1	0	1	0	7
5:15 PM	0	0	0	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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	5	0	0	0	1	1	7	1	16

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: J Street
Weather: Clear

File Name : 20_CVA_5N_J AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

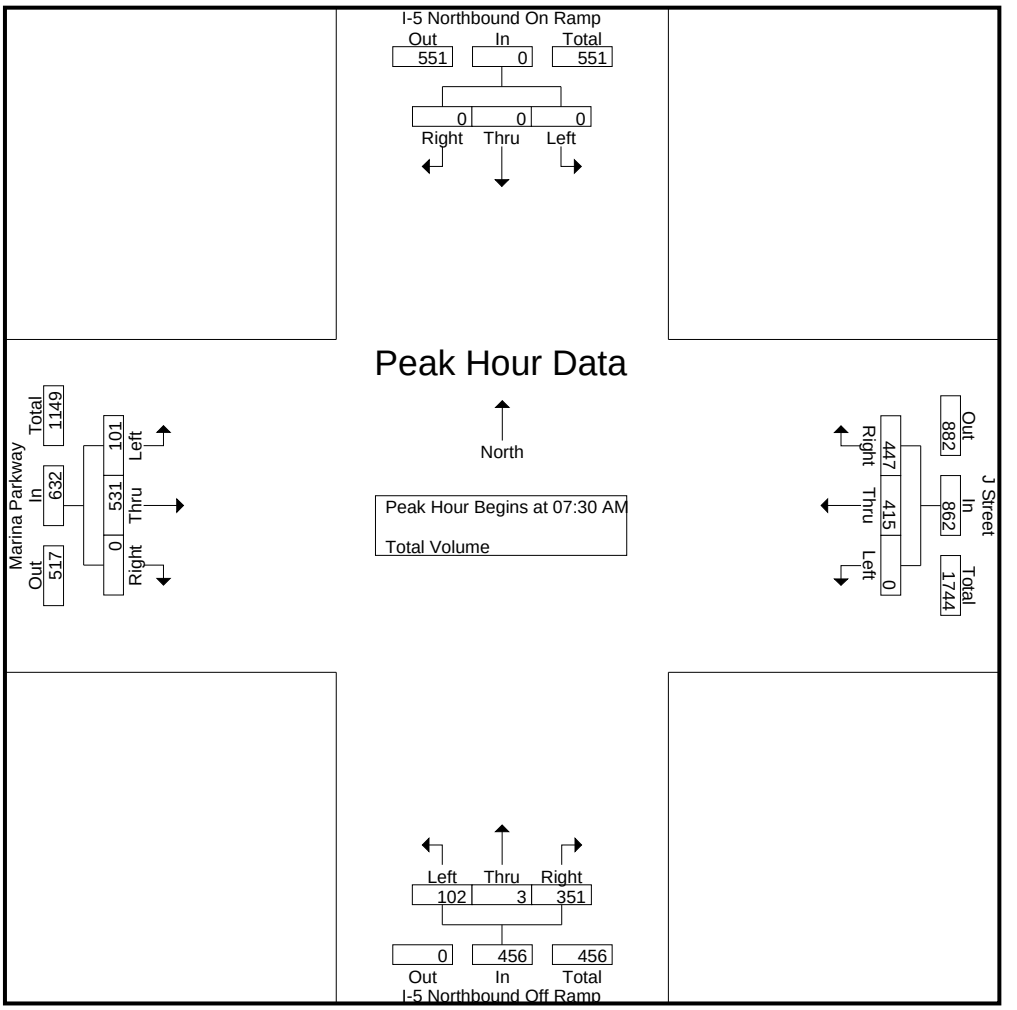
	I-5 Northbound On Ramp Southbound				J Street Westbound				I-5 Northbound Off Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	35	137	172	9	0	32	41	14	58	0	72	285
07:15 AM	0	0	0	0	0	74	118	192	15	3	65	83	2	67	0	69	344
07:30 AM	0	0	0	0	0	80	95	175	26	1	104	131	11	97	0	108	414
07:45 AM	0	0	0	0	0	108	112	220	28	0	114	142	20	154	0	174	536
Total	0	0	0	0	0	297	462	759	78	4	315	397	47	376	0	423	1579
08:00 AM	0	0	0	0	0	116	132	248	25	0	69	94	34	148	0	182	524
08:15 AM	0	0	0	0	0	111	108	219	23	2	64	89	36	132	0	168	476
08:30 AM	0	0	0	0	0	63	125	188	22	1	42	65	34	113	0	147	400
08:45 AM	0	0	0	0	0	48	92	140	13	1	44	58	25	106	0	131	329
Total	0	0	0	0	0	338	457	795	83	4	219	306	129	499	0	628	1729
Grand Total	0	0	0	0	0	635	919	1554	161	8	534	703	176	875	0	1051	3308
Apprch %	0	0	0		0	40.9	59.1		22.9	1.1	76		16.7	83.3	0		
Total %	0	0	0	0	0	19.2	27.8	47	4.9	0.2	16.1	21.3	5.3	26.5	0	31.8	

	I-5 Northbound On Ramp Southbound				J Street Westbound				I-5 Northbound Off Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	80	95	175	26	1	104	131	11	97	0	108	414
07:45 AM	0	0	0	0	0	108	112	220	**28**	0	**114**	**142**	20	**154**	0	174	**536**
08:00 AM	0	0	0	0	0	**116**	**132**	**248**	25	0	69	94	34	148	0	**182**	524
08:15 AM	0	0	0	0	0	111	108	219	23	**2**	64	89	**36**	132	0	168	476
Total Volume	0	0	0	0	0	415	447	862	102	3	351	456	101	531	0	632	1950
% App. Total	0	0	0		0	48.1	51.9		22.4	0.7	77		16	84	0		
PHF	.000	.000	.000	.000	.000	.894	.847	.869	.911	.375	.770	.803	.701	.862	.000	.868	.910

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: J Street
Weather: Clear

File Name : 20_CVA_5N_J AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	0	0	0	108	112	220	26	1	104	131	20	**154**	0	174
+15 mins.	0	0	0	0	0	**116**	**132**	**248**	**28**	0	**114**	**142**	34	148	0	**182**
+30 mins.	0	0	0	0	0	111	108	219	25	0	69	94	**36**	132	0	168
+45 mins.	0	0	0	0	0	63	125	188	23	**2**	64	89	34	113	0	147
Total Volume	0	0	0	0	0	398	477	875	102	3	351	456	124	547	0	671
% App. Total	0	0	0		0	45.5	54.5		22.4	0.7	77		18.5	81.5	0	
PHF	.000	.000	.000	.000	.000	.858	.903	.882	.911	.375	.770	.803	.861	.888	.000	.922

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: J Street
Weather: Clear

File Name : 20_CVA_5N_J PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

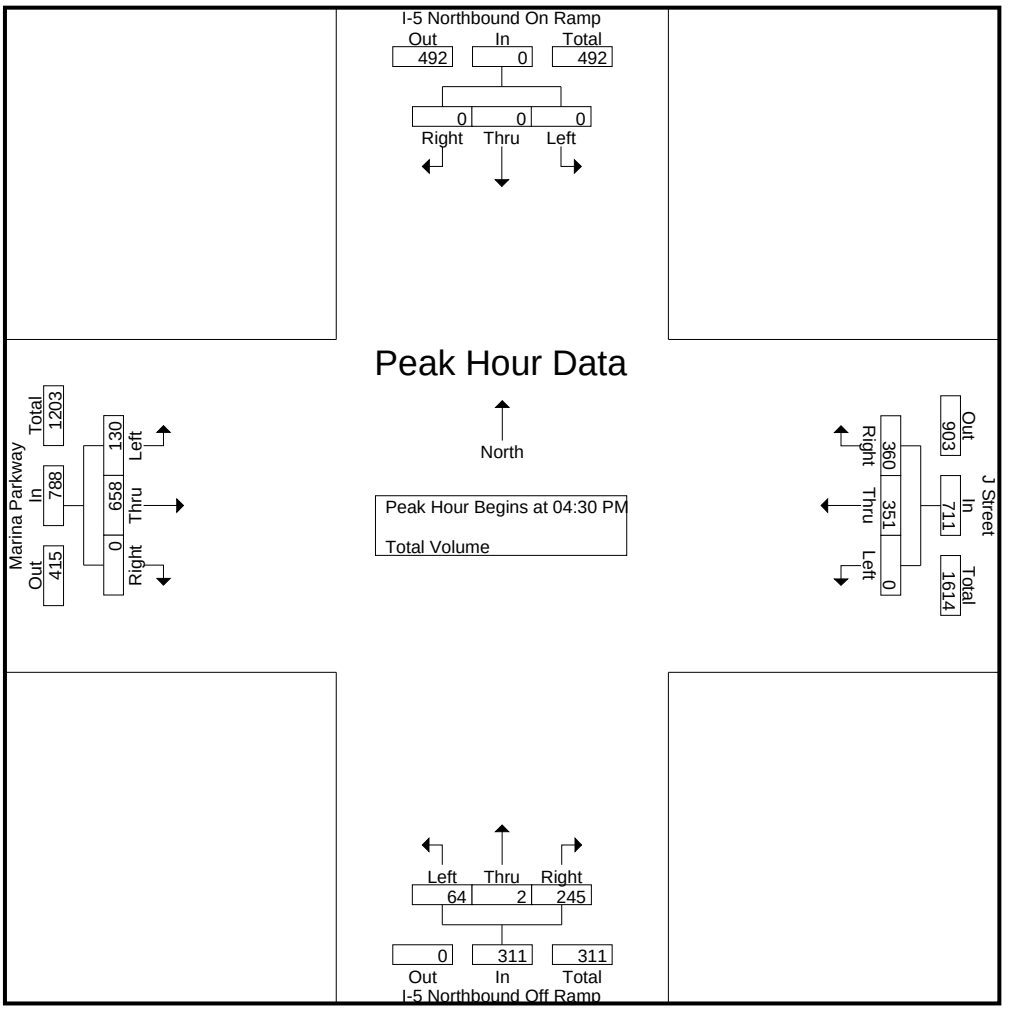
	I-5 Northbound On Ramp Southbound				J Street Westbound				I-5 Northbound Off Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	93	96	189	7	0	59	66	31	154	0	185	440
04:15 PM	0	0	0	0	0	97	88	185	7	0	78	85	28	155	0	183	453
04:30 PM	0	0	0	0	0	80	100	180	16	1	66	83	40	158	0	198	461
04:45 PM	0	0	0	0	0	87	73	160	19	0	53	72	22	161	0	183	415
Total	0	0	0	0	0	357	357	714	49	1	256	306	121	628	0	749	1769
05:00 PM	0	0	0	0	0	93	84	177	16	0	67	83	34	180	0	214	474
05:15 PM	0	0	0	0	0	91	103	194	13	1	59	73	34	159	0	193	460
05:30 PM	0	0	0	0	0	94	88	182	14	0	46	60	31	126	0	157	399
05:45 PM	0	0	0	0	0	64	93	157	12	0	57	69	25	136	0	161	387
Total	0	0	0	0	0	342	368	710	55	1	229	285	124	601	0	725	1720
Grand Total	0	0	0	0	0	699	725	1424	104	2	485	591	245	1229	0	1474	3489
Apprch %	0	0	0		0	49.1	50.9		17.6	0.3	82.1		16.6	83.4	0		
Total %	0	0	0	0	0	20	20.8	40.8	3	0.1	13.9	16.9	7	35.2	0	42.2	

	I-5 Northbound On Ramp Southbound				J Street Westbound				I-5 Northbound Off Ramp Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	80	100	180	16	**1**	66	**83**	**40**	158	0	198	461
04:45 PM	0	0	0	0	0	87	73	160	**19**	0	53	72	22	161	0	183	415
05:00 PM	0	0	0	0	0	**93**	84	177	16	0	**67**	83	34	**180**	0	**214**	**474**
05:15 PM	0	0	0	0	0	91	**103**	**194**	13	1	59	73	34	159	0	193	460
Total Volume	0	0	0	0	0	351	360	711	64	2	245	311	130	658	0	788	1810
% App. Total	0	0	0		0	49.4	50.6		20.6	0.6	78.8		16.5	83.5	0		
PHF	.000	.000	.000	.000	.000	.944	.874	.916	.842	.500	.914	.937	.813	.914	.000	.921	.955

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City of Chula Vista
N/S: I-5 Northbound Ramps
E/W: J Street
Weather: Clear

File Name : 20_CVA_5N_J PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	0	0	0	0	0	93	96	**189**	7	0	**78**	**85**	**40**	158	0	198
+15 mins.	0	0	0	0	0	**97**	88	185	16	**1**	66	83	22	161	0	183
+30 mins.	0	0	0	0	0	80	**100**	180	**19**	0	53	72	34	**180**	0	**214**
+45 mins.	0	0	0	0	0	87	73	160	16	0	67	83	34	159	0	193
Total Volume	0	0	0	0	0	357	357	714	58	1	264	323	130	658	0	788
% App. Total	0	0	0		0	50	50		18	0.3	81.7		16.5	83.5	0	
PHF	.000	.000	.000	.000	.000	.920	.893	.944	.763	.250	.846	.950	.813	.914	.000	.921

Location: Chula Vista
N/S: I-5 NB Ramps
E/W: J Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg I-5 NB Ramps	East Leg J Street	South Leg I-5 NB Ramps	West Leg J Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	0	2
7:15 AM	1	0	1	0	2
7:30 AM	0	0	4	0	4
7:45 AM	4	0	3	0	7
8:00 AM	3	0	6	0	9
8:15 AM	1	0	3	0	4
8:30 AM	2	0	1	0	3
8:45 AM	2	0	2	0	4
TOTAL VOLUMES:	13	0	22	0	35

	North Leg I-5 NB Ramps	East Leg J Street	South Leg I-5 NB Ramps	West Leg J Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	4	0	5
4:15 PM	2	0	1	0	3
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	2	0	1	0	3
5:15 PM	2	0	2	0	4
5:30 PM	2	0	0	0	2
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	11	0	8	0	19

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Location: Chula Vista
N/S: I-5 NB Ramps
E/W: J Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound I-5 NB Ramps			Westbound J Street			Northbound I-5 NB Ramps			Eastbound J Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	0	6	0	0	0	0	0	2	0	8

	Southbound I-5 NB Ramps			Westbound J Street			Northbound I-5 NB Ramps			Eastbound J Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
5:15 PM	0	0	0	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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	5	0	0	0	0	0	7	0	12

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City of Chula Vista
N/S: Oaklawn Avenue
E/W: J Street
Weather: Clear

File Name : 27_CVA_Oak_J AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

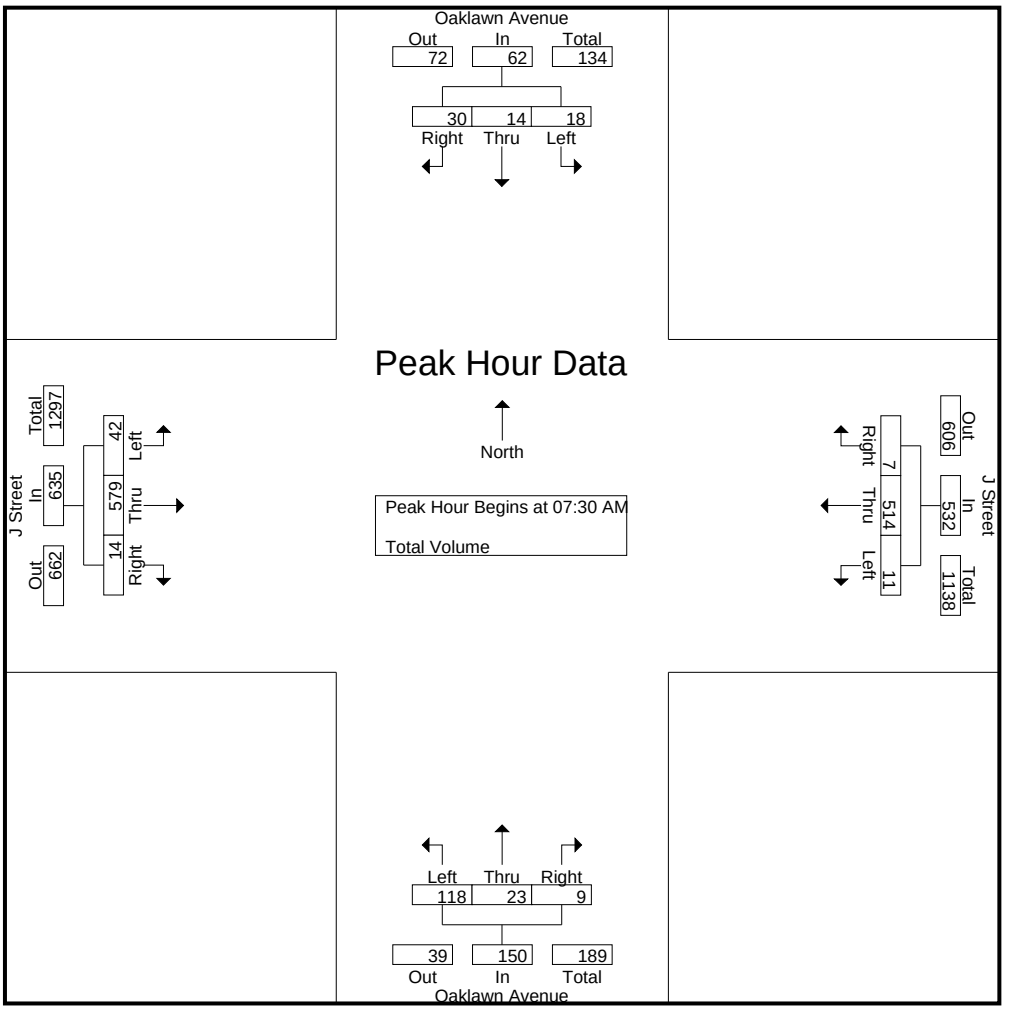
	Oaklawn Avenue Southbound				J Street Westbound				Oaklawn Avenue Northbound				J Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	3	7	13	2	120	1	123	18	3	1	22	4	70	4	78	236
07:15 AM	2	2	6	10	0	109	3	112	23	3	1	27	6	100	5	111	260
07:30 AM	4	0	7	11	1	108	2	111	31	9	1	41	12	136	3	151	314
07:45 AM	7	9	7	23	4	155	5	164	49	12	3	64	15	164	2	181	432
Total	16	14	27	57	7	492	11	510	121	27	6	154	37	470	14	521	1242
08:00 AM	5	4	10	19	4	136	0	140	21	2	2	25	7	140	4	151	335
08:15 AM	2	1	6	9	2	115	0	117	17	0	3	20	8	139	5	152	298
08:30 AM	2	0	4	6	2	110	0	112	11	1	2	14	1	116	5	122	254
08:45 AM	0	0	7	7	4	84	3	91	9	0	2	11	5	110	3	118	227
Total	9	5	27	41	12	445	3	460	58	3	9	70	21	505	17	543	1114
Grand Total	25	19	54	98	19	937	14	970	179	30	15	224	58	975	31	1064	2356
Apprch %	25.5	19.4	55.1		2	96.6	1.4		79.9	13.4	6.7		5.5	91.6	2.9		
Total %	1.1	0.8	2.3	4.2	0.8	39.8	0.6	41.2	7.6	1.3	0.6	9.5	2.5	41.4	1.3	45.2	

	Oaklawn Avenue Southbound				J Street Westbound				Oaklawn Avenue Northbound				J Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	0	7	11	1	108	2	111	31	9	1	41	12	136	3	151	314
07:45 AM	**7**	**9**	7	**23**	**4**	**155**	**5**	**164**	**49**	**12**	**3**	**64**	**15**	**164**	2	**181**	**432**
08:00 AM	5	4	**10**	19	4	136	0	140	21	2	2	25	7	140	4	151	335
08:15 AM	2	1	6	9	2	115	0	117	17	0	3	20	8	139	**5**	152	298
Total Volume	18	14	30	62	11	514	7	532	118	23	9	150	42	579	14	635	1379
% App. Total	29	22.6	48.4		2.1	96.6	1.3		78.7	15.3	6		6.6	91.2	2.2		
PHF	.643	.389	.750	.674	.688	.829	.350	.811	.602	.479	.750	.586	.700	.883	.700	.877	.798

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City of Chula Vista
N/S: Oaklawn Avenue
E/W: J Street
Weather: Clear

File Name : 27_CVA_Oak_J AM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:15 AM				07:30 AM			
+0 mins.	2	2	6	10	**4**	**155**	**5**	**164**	23	3	1	27	12	136	3	151
+15 mins.	4	0	7	11	4	136	0	140	31	9	1	41	**15**	**164**	2	**181**
+30 mins.	**7**	**9**	7	**23**	2	115	0	117	**49**	**12**	**3**	**64**	7	140	4	151
+45 mins.	5	4	**10**	19	2	110	0	112	21	2	2	25	8	139	**5**	152
Total Volume	18	15	30	63	12	516	5	533	124	26	7	157	42	579	14	635
% App. Total	28.6	23.8	47.6		2.3	96.8	0.9		79	16.6	4.5		6.6	91.2	2.2	
PHF	.643	.417	.750	.685	.750	.832	.250	.813	.633	.542	.583	.613	.700	.883	.700	.877

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City of Chula Vista
N/S: Oaklawn Avenue
E/W: J Street
Weather: Clear

File Name : 27_CVA_Oak_J PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 1

Groups Printed- Total Volume

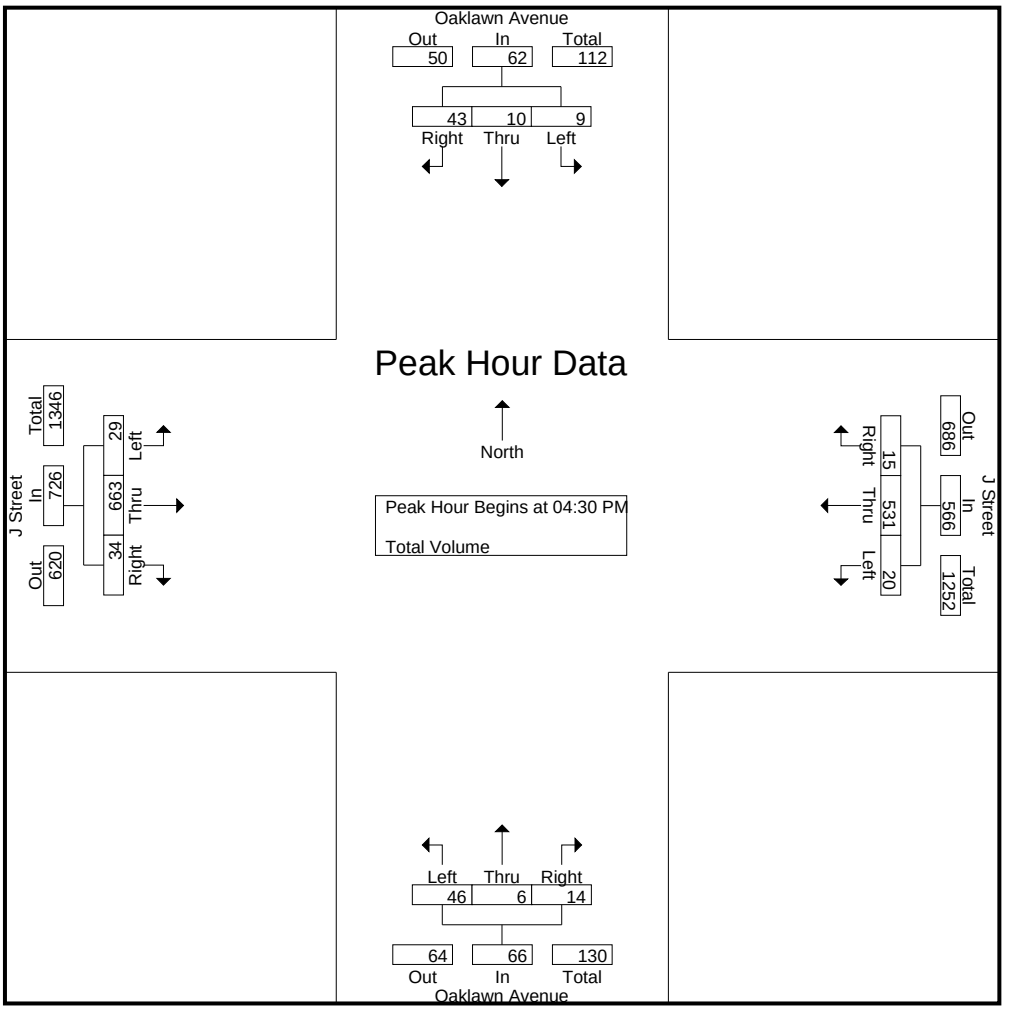
	Oaklawn Avenue Southbound				J Street Westbound				Oaklawn Avenue Northbound				J Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	4	6	2	155	1	158	11	1	5	17	11	165	5	181	362
04:15 PM	4	0	8	12	4	161	0	165	5	0	3	8	3	164	6	173	358
04:30 PM	1	2	9	12	5	132	5	142	11	1	5	17	10	169	8	187	358
04:45 PM	2	3	7	12	3	122	3	128	9	2	2	13	8	168	10	186	339
Total	9	5	28	42	14	570	9	593	36	4	15	55	32	666	29	727	1417
05:00 PM	4	3	16	23	4	141	1	146	12	2	4	18	4	156	6	166	353
05:15 PM	2	2	11	15	8	136	6	150	14	1	3	18	7	170	10	187	370
05:30 PM	3	1	9	13	3	120	3	126	4	1	1	6	9	171	10	190	335
05:45 PM	0	2	7	9	3	121	1	125	7	3	3	13	8	155	5	168	315
Total	9	8	43	60	18	518	11	547	37	7	11	55	28	652	31	711	1373
Grand Total	18	13	71	102	32	1088	20	1140	73	11	26	110	60	1318	60	1438	2790
Apprch %	17.6	12.7	69.6		2.8	95.4	1.8		66.4	10	23.6		4.2	91.7	4.2		
Total %	0.6	0.5	2.5	3.7	1.1	39	0.7	40.9	2.6	0.4	0.9	3.9	2.2	47.2	2.2	51.5	

	Oaklawn Avenue Southbound				J Street Westbound				Oaklawn Avenue Northbound				J Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	2	9	12	5	132	5	142	11	1	**5**	17	**10**	169	8	**187**	358
04:45 PM	2	**3**	7	12	3	122	3	128	9	**2**	2	13	8	168	**10**	186	339
05:00 PM	**4**	3	**16**	**23**	4	**141**	1	146	12	2	4	**18**	4	156	6	166	353
05:15 PM	2	2	11	15	**8**	136	**6**	**150**	**14**	1	3	18	7	**170**	10	187	**370**
Total Volume	9	10	43	62	20	531	15	566	46	6	14	66	29	663	34	726	1420
% App. Total	14.5	16.1	69.4		3.5	93.8	2.7		69.7	9.1	21.2		4	91.3	4.7		
PHF	.563	.833	.672	.674	.625	.941	.625	.943	.821	.750	.700	.917	.725	.975	.850	.971	.959

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City of Chula Vista
N/S: Oaklawn Avenue
E/W: J Street
Weather: Clear

File Name : 27_CVA_Oak_J PM
Site Code : 23523090
Start Date : 2/23/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	2	**3**	7	12	2	155	1	158	11	1	**5**	17	8	168	**10**	186
+15 mins.	**4**	3	**16**	**23**	4	**161**	0	**165**	9	**2**	2	13	4	156	6	166
+30 mins.	2	2	11	15	**5**	132	**5**	142	12	2	4	**18**	7	170	10	187
+45 mins.	3	1	9	13	3	122	3	128	**14**	1	3	18	**9**	**171**	10	**190**
Total Volume	11	9	43	63	14	570	9	593	46	6	14	66	28	665	36	729
% App. Total	17.5	14.3	68.3		2.4	96.1	1.5		69.7	9.1	21.2		3.8	91.2	4.9	
PHF	.688	.750	.672	.685	.700	.885	.450	.898	.821	.750	.700	.917	.778	.972	.900	.959

Location: Chula Vista
N/S: Oaklawn Avenue
E/W: J Street

Date: 2/23/2023
Day: Thursday

PEDESTRIANS

	North Leg Oaklawn Avenue	East Leg J Street	South Leg Oaklawn Avenue	West Leg J Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	1	2	1	0	4
7:30 AM	0	3	1	0	4
7:45 AM	0	4	1	0	5
8:00 AM	0	2	0	0	2
8:15 AM	1	3	2	0	6
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	15	5	0	22

	North Leg Oaklawn Avenue	East Leg J Street	South Leg Oaklawn Avenue	West Leg J Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	1	2	5
4:15 PM	0	4	2	0	6
4:30 PM	2	3	1	0	6
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	4	0	0	0	4
5:30 PM	0	0	0	0	0
5:45 PM	0	2	1	0	3
TOTAL VOLUMES:	8	10	5	2	25

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Location: Chula Vista
N/S: Oaklawn Avenue
E/W: J Street

Date: 2/23/2023
Day: Thursday

BICYCLES

	Southbound Oaklawn Avenue			Westbound J Street			Northbound Oaklawn Avenue			Eastbound J Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	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
7:30 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Oaklawn Avenue			Westbound J Street			Northbound Oaklawn Avenue			Eastbound J Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	1	0	4	0	6

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City of Chula Vista
N/S: Broadway
E/W: J Street
Weather: Clear

File Name : 21_CVA_Bro_J AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

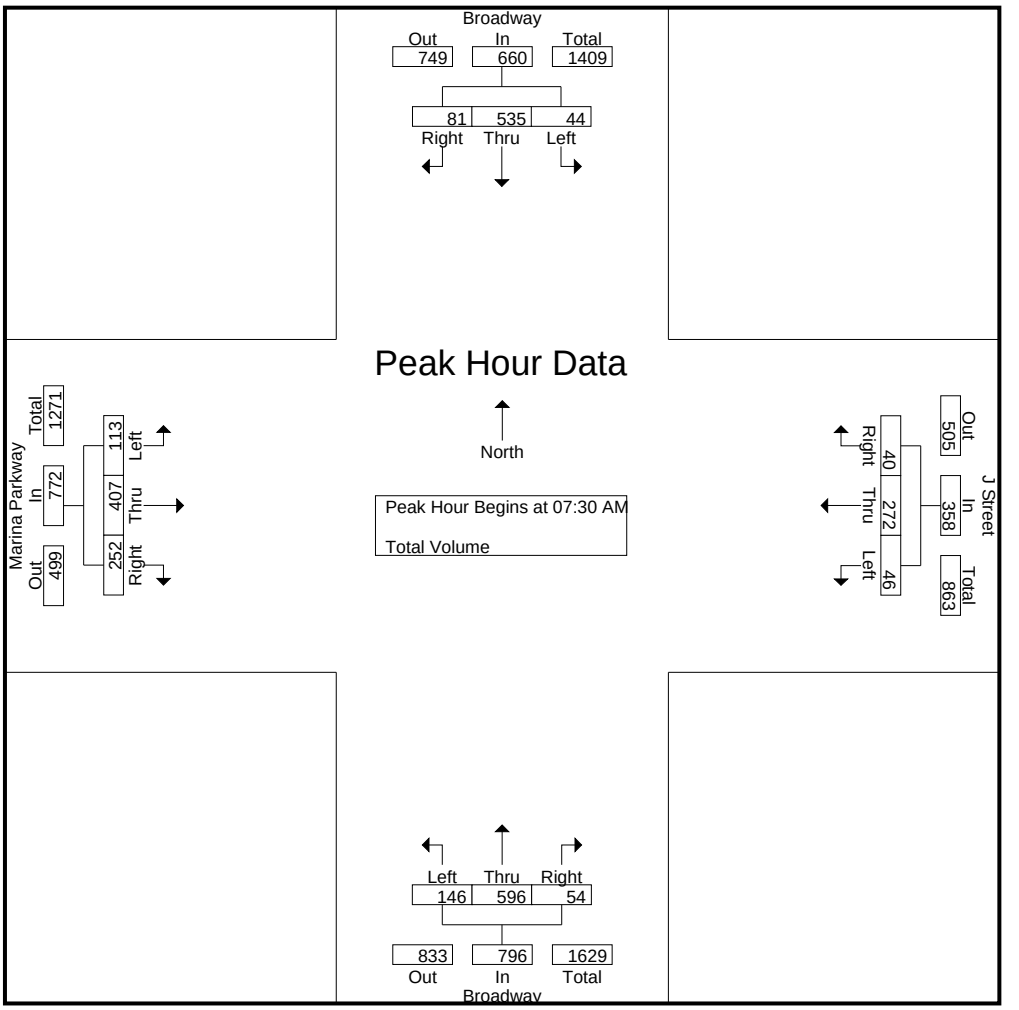
	Broadway Southbound				J Street Westbound				Broadway Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	52	13	66	5	57	5	67	38	115	3	156	23	39	23	85	374
07:15 AM	5	63	17	85	2	62	20	84	46	131	4	181	21	43	30	94	444
07:30 AM	8	97	18	123	8	54	12	74	29	167	10	206	25	85	50	160	563
07:45 AM	9	124	18	151	10	68	10	88	35	153	19	207	31	111	70	212	658
Total	23	336	66	425	25	241	47	313	148	566	36	750	100	278	173	551	2039
08:00 AM	10	169	20	199	13	81	9	103	42	142	15	199	31	129	62	222	723
08:15 AM	17	145	25	187	15	69	9	93	40	134	10	184	26	82	70	178	642
08:30 AM	6	94	20	120	15	76	13	104	44	127	7	178	25	62	53	140	542
08:45 AM	4	99	12	115	14	60	13	87	28	100	9	137	31	65	46	142	481
Total	37	507	77	621	57	286	44	387	154	503	41	698	113	338	231	682	2388
Grand Total	60	843	143	1046	82	527	91	700	302	1069	77	1448	213	616	404	1233	4427
Apprch %	5.7	80.6	13.7		11.7	75.3	13		20.9	73.8	5.3		17.3	50	32.8		
Total %	1.4	19	3.2	23.6	1.9	11.9	2.1	15.8	6.8	24.1	1.7	32.7	4.8	13.9	9.1	27.9	

	Broadway Southbound				J Street Westbound				Broadway Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	97	18	123	8	54	**12**	74	29	**167**	10	206	25	85	50	160	563
07:45 AM	9	124	18	151	10	68	10	88	35	153	**19**	**207**	**31**	111	**70**	212	658
08:00 AM	10	**169**	20	**199**	13	**81**	9	**103**	**42**	142	15	199	31	**129**	62	**222**	**723**
08:15 AM	**17**	145	**25**	187	**15**	69	9	93	40	134	10	184	26	82	70	178	642
Total Volume	44	535	81	660	46	272	40	358	146	596	54	796	113	407	252	772	2586
% App. Total	6.7	81.1	12.3		12.8	76	11.2		18.3	74.9	6.8		14.6	52.7	32.6		
PHF	.647	.791	.810	.829	.767	.840	.833	.869	.869	.892	.711	.961	.911	.789	.900	.869	.894

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City of Chula Vista
N/S: Broadway
E/W: J Street
Weather: Clear

File Name : 21_CVA_Bro_J AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	8	97	18	123	10	68	10	88	29	**167**	10	206	25	85	50	160
+15 mins.	9	124	18	151	13	**81**	9	103	35	153	**19**	**207**	**31**	111	**70**	212
+30 mins.	10	**169**	20	**199**	**15**	69	9	93	**42**	142	15	199	31	**129**	62	**222**
+45 mins.	**17**	145	**25**	187	15	76	**13**	**104**	40	134	10	184	26	82	70	178
Total Volume	44	535	81	660	53	294	41	388	146	596	54	796	113	407	252	772
% App. Total	6.7	81.1	12.3		13.7	75.8	10.6		18.3	74.9	6.8		14.6	52.7	32.6	
PHF	.647	.791	.810	.829	.883	.907	.788	.933	.869	.892	.711	.961	.911	.789	.900	.869

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City of Chula Vista
N/S: Broadway
E/W: J Street
Weather: Clear

File Name : 21_CVA_Bro_J PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

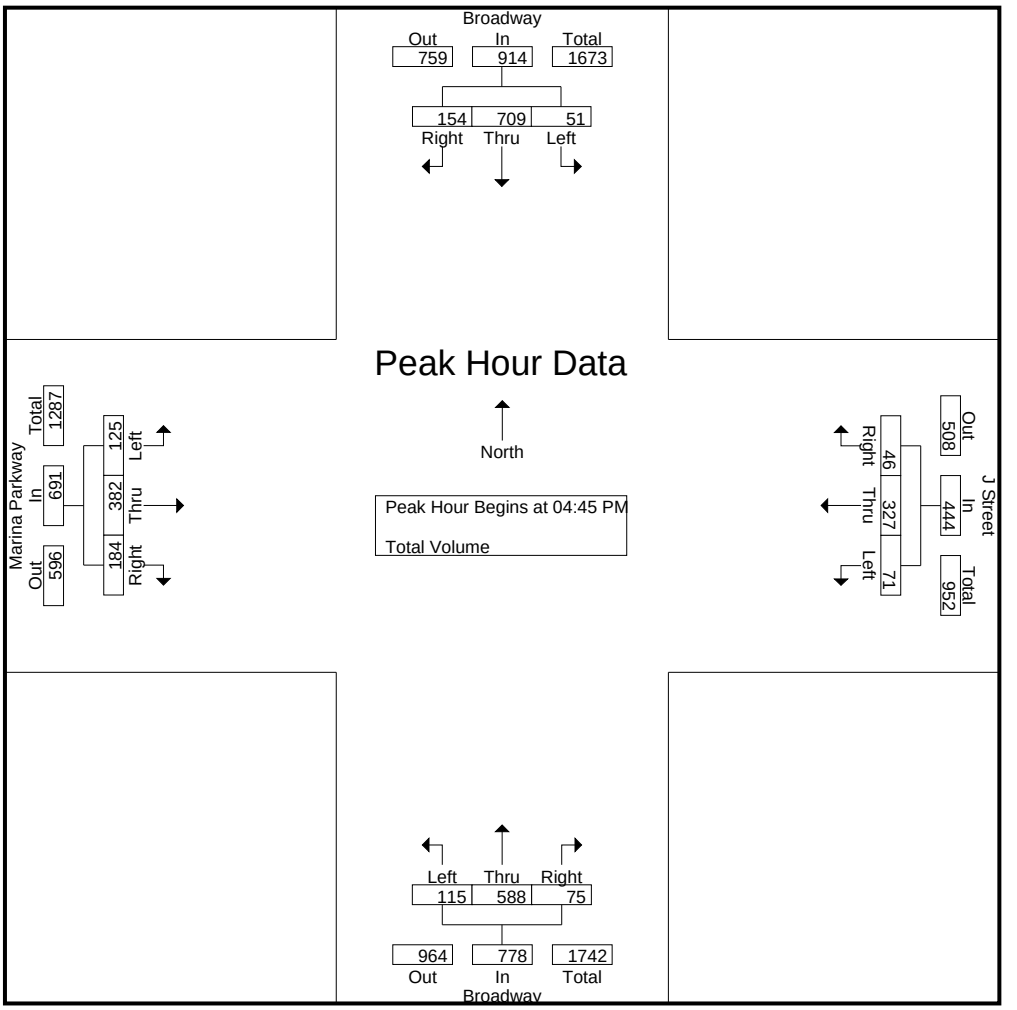
	Broadway Southbound				J Street Westbound				Broadway Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	190	34	235	15	89	12	116	36	135	22	193	27	90	46	163	707
04:15 PM	15	182	47	244	12	76	8	96	26	148	6	180	31	110	50	191	711
04:30 PM	9	180	34	223	16	78	11	105	25	124	18	167	28	92	45	165	660
04:45 PM	7	155	29	191	15	70	6	91	30	133	21	184	23	100	51	174	640
Total	42	707	144	893	58	313	37	408	117	540	67	724	109	392	192	693	2718
05:00 PM	14	156	44	214	19	98	10	127	23	127	27	177	34	120	50	204	722
05:15 PM	20	215	38	273	17	79	15	111	32	172	16	220	42	92	44	178	782
05:30 PM	10	183	43	236	20	80	15	115	30	156	11	197	26	70	39	135	683
05:45 PM	16	157	35	208	13	77	11	101	23	124	15	162	25	88	28	141	612
Total	60	711	160	931	69	334	51	454	108	579	69	756	127	370	161	658	2799
Grand Total	102	1418	304	1824	127	647	88	862	225	1119	136	1480	236	762	353	1351	5517
Apprch %	5.6	77.7	16.7		14.7	75.1	10.2		15.2	75.6	9.2		17.5	56.4	26.1		
Total %	1.8	25.7	5.5	33.1	2.3	11.7	1.6	15.6	4.1	20.3	2.5	26.8	4.3	13.8	6.4	24.5	

	Broadway Southbound				J Street Westbound				Broadway Northbound				Marina Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	155	29	191	15	70	6	91	30	133	21	184	23	100	**51**	174	640
05:00 PM	14	156	**44**	214	19	**98**	10	**127**	23	127	**27**	177	34	**120**	50	**204**	722
05:15 PM	**20**	**215**	38	**273**	17	79	**15**	111	**32**	**172**	16	**220**	**42**	92	44	178	**782**
05:30 PM	10	183	43	236	**20**	80	15	115	30	156	11	197	26	70	39	135	683
Total Volume	51	709	154	914	71	327	46	444	115	588	75	778	125	382	184	691	2827
% App. Total	5.6	77.6	16.8		16	73.6	10.4		14.8	75.6	9.6		18.1	55.3	26.6		
PHF	.638	.824	.875	.837	.888	.834	.767	.874	.898	.855	.694	.884	.744	.796	.902	.847	.904

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City of Chula Vista
N/S: Broadway
E/W: J Street
Weather: Clear

File Name : 21_CVA_Bro_J PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	14	156	**44**	214	19	**98**	10	**127**	30	133	21	184	31	110	50	191
+15 mins.	**20**	**215**	38	**273**	17	79	**15**	111	23	127	**27**	177	28	92	45	165
+30 mins.	10	183	43	236	**20**	80	15	115	**32**	**172**	16	**220**	23	100	**51**	174
+45 mins.	16	157	35	208	13	77	11	101	30	156	11	197	**34**	**120**	50	**204**
Total Volume	60	711	160	931	69	334	51	454	115	588	75	778	116	422	196	734
% App. Total	6.4	76.4	17.2		15.2	73.6	11.2		14.8	75.6	9.6		15.8	57.5	26.7	
PHF	.750	.827	.909	.853	.863	.852	.850	.894	.898	.855	.694	.884	.853	.879	.961	.900

Location: Chula Vista
N/S: Broadway
E/W: J Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Broadway Pedestrians	East Leg J Street Pedestrians	South Leg Broadway Pedestrians	West Leg J Street Pedestrians	
7:00 AM	0	1	2	4	7
7:15 AM	0	1	0	1	2
7:30 AM	1	1	1	6	9
7:45 AM	2	0	0	0	2
8:00 AM	1	0	0	4	5
8:15 AM	3	2	0	4	9
8:30 AM	2	1	1	4	8
8:45 AM	3	0	1	3	7
TOTAL VOLUMES:	12	6	5	26	49

	North Leg Broadway Pedestrians	East Leg J Street Pedestrians	South Leg Broadway Pedestrians	West Leg J Street Pedestrians	
4:00 PM	4	10	6	12	32
4:15 PM	1	2	2	3	8
4:30 PM	5	2	0	7	14
4:45 PM	1	3	2	5	11
5:00 PM	4	7	5	2	18
5:15 PM	4	3	4	3	14
5:30 PM	2	7	5	2	16
5:45 PM	1	4	1	2	8
TOTAL VOLUMES:	22	38	25	36	121

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Location: Chula Vista
N/S: Broadway
E/W: J Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Broadway			Westbound J Street			Northbound Broadway			Eastbound J Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	1	0	1	0	1	7	1	0	1	0	12

	Southbound Broadway			Westbound J Street			Northbound Broadway			Eastbound J Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	1	0	0	1	0	0	2	0	5
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:00 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
5:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
TOTAL VOLUMES:	1	3	0	1	3	0	1	5	0	0	3	1	18

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City of Chula Vista
N/S: Bay Boulevard
E/W: L Street
Weather: Clear

File Name : 22_CVA_Bay_L AM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

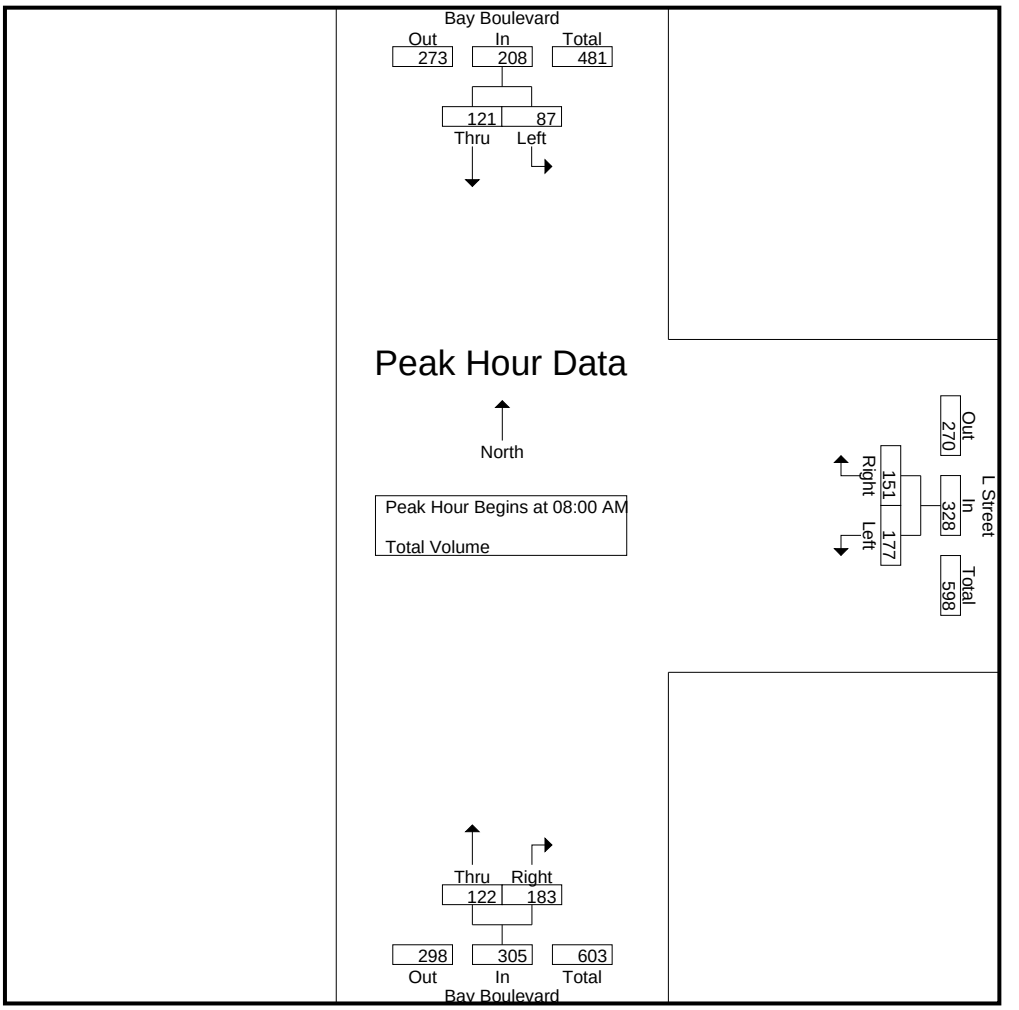
	Bay Boulevard Southbound			L Street Westbound			Bay Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	3	5	8	21	21	42	14	60	74	124
07:15 AM	6	11	17	48	21	69	8	87	95	181
07:30 AM	12	7	19	25	27	52	24	60	84	155
07:45 AM	17	28	45	39	33	72	45	21	66	183
Total	38	51	89	133	102	235	91	228	319	643
08:00 AM	17	35	52	33	39	72	37	48	85	209
08:15 AM	53	39	92	28	55	83	31	31	62	237
08:30 AM	14	32	46	29	31	60	22	49	71	177
08:45 AM	3	15	18	87	26	113	32	55	87	218
Total	87	121	208	177	151	328	122	183	305	841
Grand Total	125	172	297	310	253	563	213	411	624	1484
Apprch %	42.1	57.9		55.1	44.9		34.1	65.9		
Total %	8.4	11.6	20	20.9	17	37.9	14.4	27.7	42	

	Bay Boulevard Southbound			L Street Westbound			Bay Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	17	35	52	33	39	72	**37**	48	85	209
08:15 AM	**53**	**39**	**92**	28	**55**	83	31	31	62	**237**
08:30 AM	14	32	46	29	31	60	22	49	71	177
08:45 AM	3	15	18	**87**	26	**113**	32	**55**	**87**	218
Total Volume	87	121	208	177	151	328	122	183	305	841
% App. Total	41.8	58.2		54	46		40	60		
PHF	.410	.776	.565	.509	.686	.726	.824	.832	.876	.887

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City of Chula Vista
N/S: Bay Boulevard
E/W: L Street
Weather: Clear

File Name : 22_CVA_Bay_L AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			07:15 AM		
+0 mins.	17	28	45	33	39	72	8	**87**	**95**
+15 mins.	17	35	52	28	**55**	83	24	60	84
+30 mins.	**53**	**39**	**92**	29	31	60	**45**	21	66
+45 mins.	14	32	46	**87**	26	**113**	37	48	85
Total Volume	101	134	235	177	151	328	114	216	330
% App. Total	43	57		54	46		34.5	65.5	
PHF	.476	.859	.639	.509	.686	.726	.633	.621	.868

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City of Chula Vista
N/S: Bay Boulevard
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Weather: Clear

File Name : 22_CVA_Bay_L PM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

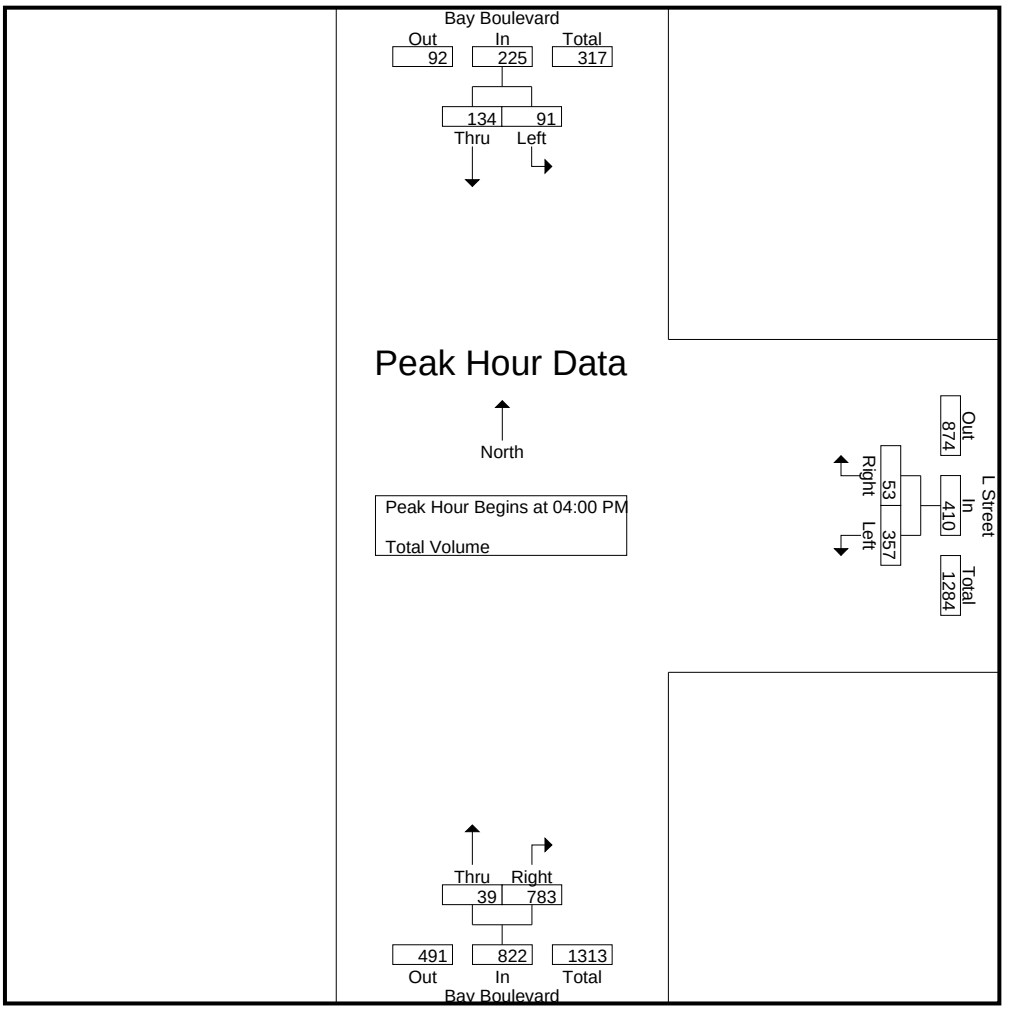
	Bay Boulevard Southbound			L Street Westbound			Bay Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	23	36	59	111	9	120	11	193	204	383
04:15 PM	23	30	53	83	12	95	7	192	199	347
04:30 PM	21	27	48	80	15	95	10	188	198	341
04:45 PM	24	41	65	83	17	100	11	210	221	386
Total	91	134	225	357	53	410	39	783	822	1457
05:00 PM	23	37	60	80	7	87	18	155	173	320
05:15 PM	26	19	45	103	20	123	18	210	228	396
05:30 PM	33	40	73	72	7	79	1	184	185	337
05:45 PM	14	22	36	66	8	74	3	160	163	273
Total	96	118	214	321	42	363	40	709	749	1326
Grand Total	187	252	439	678	95	773	79	1492	1571	2783
Apprch %	42.6	57.4		87.7	12.3		5	95		
Total %	6.7	9.1	15.8	24.4	3.4	27.8	2.8	53.6	56.4	

	Bay Boulevard Southbound			L Street Westbound			Bay Boulevard Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	23	36	59	**111**	9	**120**	**11**	193	204	383
04:15 PM	23	30	53	83	12	95	7	192	199	347
04:30 PM	21	27	48	80	15	95	10	188	198	341
04:45 PM	**24**	**41**	**65**	83	**17**	100	11	**210**	**221**	**386**
Total Volume	91	134	225	357	53	410	39	783	822	1457
% App. Total	40.4	59.6		87.1	12.9		4.7	95.3		
PHF	.948	.817	.865	.804	.779	.854	.886	.932	.930	.944

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City of Chula Vista
N/S: Bay Boulevard
E/W: L Street
Weather: Clear

File Name : 22_CVA_Bay_L PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	24	**41**	65	**111**	9	**120**	**11**	193	204
+15 mins.	23	37	60	83	12	95	7	192	199
+30 mins.	26	19	45	80	15	95	10	188	198
+45 mins.	**33**	40	**73**	83	**17**	100	11	**210**	**221**
Total Volume	106	137	243	357	53	410	39	783	822
% App. Total	43.6	56.4		87.1	12.9		4.7	95.3	
PHF	.803	.835	.832	.804	.779	.854	.886	.932	.930

Location: Chula Vista
N/S: Bay Boulevard
E/W: L Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Bay Boulevard	East Leg L Street	South Leg Bay Boulevard	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	2	0	0	0	2
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	0	0	0	4

	North Leg Bay Boulevard	East Leg L Street	South Leg Bay Boulevard	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

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Location: Chula Vista
N/S: Bay Boulevard
E/W: L Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Bay Boulevard			Westbound L Street			Northbound Bay Boulevard			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	2
7:30 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	2	0	0	0	0	0	0	3

	Southbound Bay Boulevard			Westbound L Street			Northbound Bay Boulevard			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	3	0	1	0	0	0	2	1	0	0	0	8

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City of Chula Vista
N/S: Industrial Boulevard
E/W: L Street
Weather: Clear

File Name : 23_CVA_Ind_L AM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

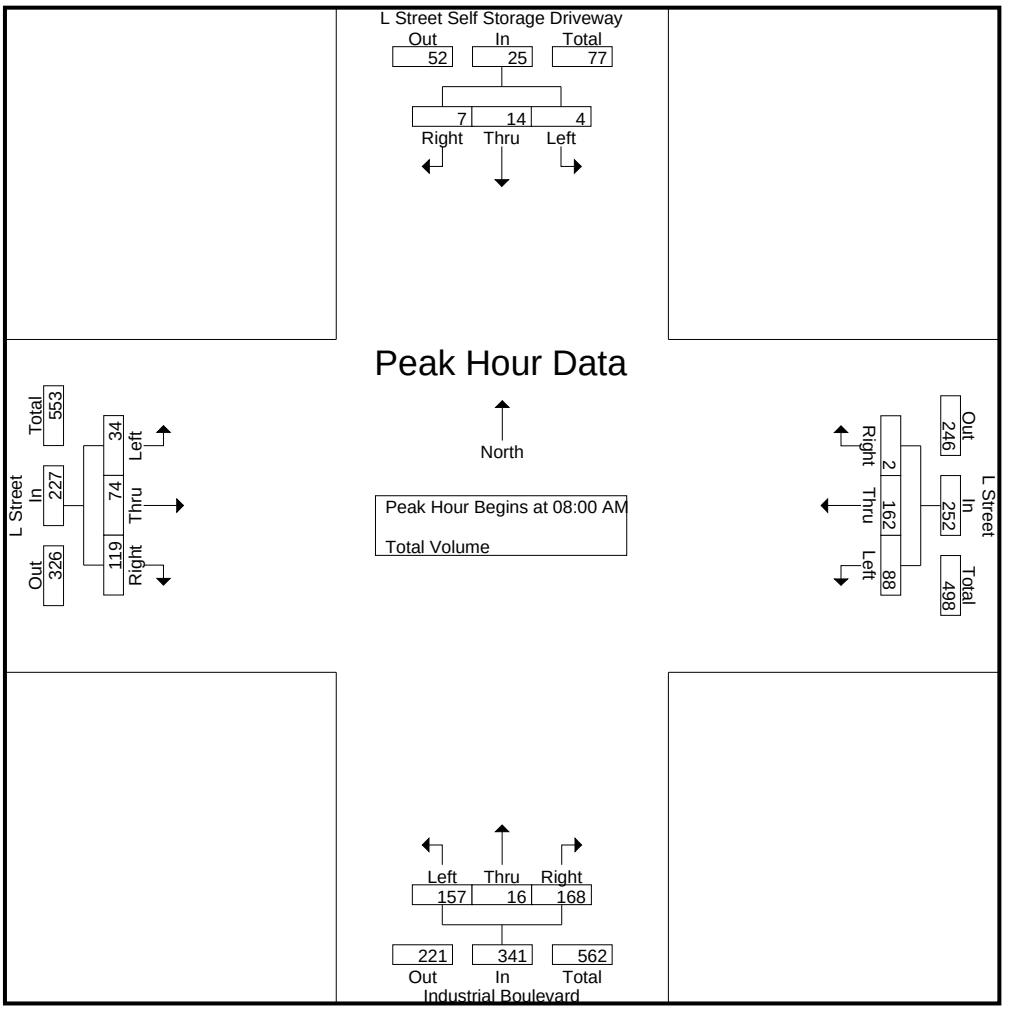
	L Street Self Storage Driveway Southbound				L Street Westbound				Industrial Boulevard Northbound				L Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	1	3	8	7	0	15	24	2	12	38	1	1	41	43	99
07:15 AM	0	1	0	1	38	46	0	84	31	2	36	69	2	59	30	91	245
07:30 AM	0	2	3	5	8	16	0	24	32	3	18	53	8	2	52	62	144
07:45 AM	0	3	0	3	13	41	2	56	30	2	50	82	9	2	18	29	170
Total	1	7	4	12	67	110	2	179	117	9	116	242	20	64	141	225	658
08:00 AM	1	4	3	8	9	33	0	42	37	4	54	95	6	4	36	46	191
08:15 AM	2	4	1	7	10	17	0	27	62	2	23	87	13	9	37	59	180
08:30 AM	0	3	0	3	20	25	0	45	28	6	40	74	14	7	32	53	175
08:45 AM	1	3	3	7	49	87	2	138	30	4	51	85	1	54	14	69	299
Total	4	14	7	25	88	162	2	252	157	16	168	341	34	74	119	227	845
Grand Total	5	21	11	37	155	272	4	431	274	25	284	583	54	138	260	452	1503
Apprch %	13.5	56.8	29.7		36	63.1	0.9		47	4.3	48.7		11.9	30.5	57.5		
Total %	0.3	1.4	0.7	2.5	10.3	18.1	0.3	28.7	18.2	1.7	18.9	38.8	3.6	9.2	17.3	30.1	

	L Street Self Storage Driveway Southbound				L Street Westbound				Industrial Boulevard Northbound				L Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	**4**	**3**	**8**	9	33	0	42	37	4	**54**	**95**	6	4	36	46	191
08:15 AM	**2**	4	1	7	10	17	0	27	**62**	2	23	87	13	9	**37**	59	180
08:30 AM	0	3	0	3	20	25	0	45	28	**6**	40	74	**14**	7	32	53	175
08:45 AM	1	3	3	7	**49**	**87**	**2**	**138**	30	4	51	85	1	**54**	14	**69**	**299**
Total Volume	4	14	7	25	88	162	2	252	157	16	168	341	34	74	119	227	845
% App. Total	16	56	28		34.9	64.3	0.8		46	4.7	49.3		15	32.6	52.4		
PHF	.500	.875	.583	.781	.449	.466	.250	.457	.633	.667	.778	.897	.607	.343	.804	.822	.707

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N/S: Industrial Boulevard
E/W: L Street
Weather: Clear

File Name : 23_CVA_Ind_L AM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	1	**4**	**3**	**8**	9	33	0	42	37	4	**54**	**95**	2	**59**	30	**91**
+15 mins.	**2**	4	1	7	10	17	0	27	**62**	2	23	87	8	2	**52**	62
+30 mins.	0	3	0	3	20	25	0	45	28	**6**	40	74	**9**	2	18	29
+45 mins.	1	3	3	7	**49**	**87**	**2**	**138**	30	4	51	85	6	4	36	46
Total Volume	4	14	7	25	88	162	2	252	157	16	168	341	25	67	136	228
% App. Total	16	56	28		34.9	64.3	0.8		46	4.7	49.3		11	29.4	59.6	
PHF	.500	.875	.583	.781	.449	.466	.250	.457	.633	.667	.778	.897	.694	.284	.654	.626

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City of Chula Vista
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File Name : 23_CVA_Ind_L PM
Site Code : 23523090
Start Date : 1/25/2023

Groups Printed- Total Volume

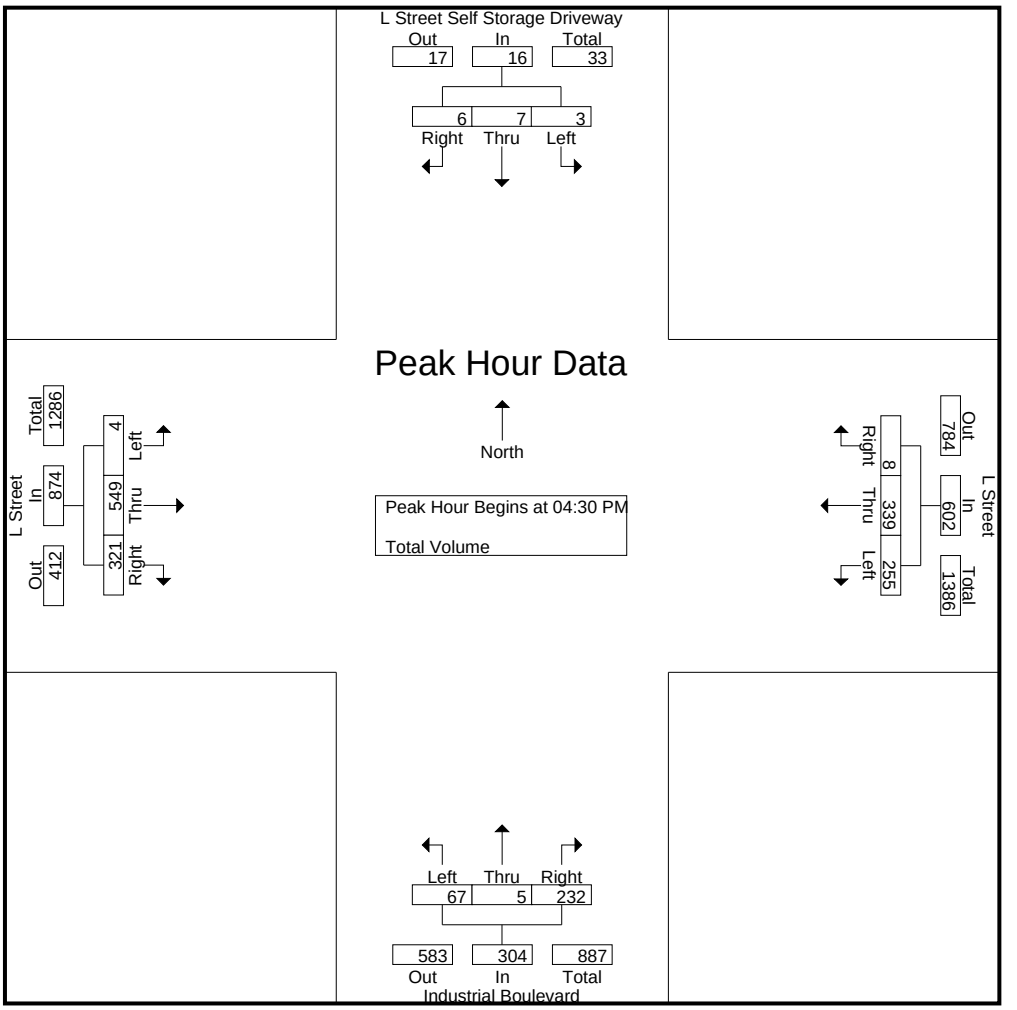
	L Street Self Storage Driveway Southbound				L Street Westbound				Industrial Boulevard Northbound				L Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	73	98	2	173	21	0	61	82	0	114	90	204	462
04:15 PM	1	2	0	3	57	73	1	131	18	0	64	82	3	140	77	220	436
04:30 PM	1	1	1	3	70	83	1	154	11	0	55	66	1	145	80	226	449
04:45 PM	0	1	2	3	54	80	4	138	21	0	63	84	2	128	85	215	440
Total	2	7	3	12	254	334	8	596	71	0	243	314	6	527	332	865	1787
05:00 PM	1	2	1	4	69	77	3	149	12	2	53	67	0	118	64	182	402
05:15 PM	1	3	2	6	62	99	0	161	23	3	61	87	1	158	92	251	505
05:30 PM	1	2	0	3	54	63	2	119	15	1	58	74	3	137	81	221	417
05:45 PM	0	5	1	6	57	56	1	114	13	0	47	60	0	106	61	167	347
Total	3	12	4	19	242	295	6	543	63	6	219	288	4	519	298	821	1671
Grand Total	5	19	7	31	496	629	14	1139	134	6	462	602	10	1046	630	1686	3458
Apprch %	16.1	61.3	22.6		43.5	55.2	1.2		22.3	1	76.7		0.6	62	37.4		
Total %	0.1	0.5	0.2	0.9	14.3	18.2	0.4	32.9	3.9	0.2	13.4	17.4	0.3	30.2	18.2	48.8	

	L Street Self Storage Driveway Southbound				L Street Westbound				Industrial Boulevard Northbound				L Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	1	1	3	**70**	83	1	154	11	0	55	66	1	145	80	226	449
04:45 PM	0	1	**2**	3	54	80	**4**	138	21	0	**63**	84	**2**	128	85	215	440
05:00 PM	1	2	1	4	69	77	3	149	12	2	53	67	0	118	64	182	402
05:15 PM	1	**3**	2	**6**	62	**99**	0	**161**	**23**	**3**	61	**87**	1	**158**	**92**	**251**	**505**
Total Volume	3	7	6	16	255	339	8	602	67	5	232	304	4	549	321	874	1796
% App. Total	18.8	43.8	37.5		42.4	56.3	1.3		22	1.6	76.3		0.5	62.8	36.7		
PHF	.750	.583	.750	.667	.911	.856	.500	.935	.728	.417	.921	.874	.500	.869	.872	.871	.889

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E/W: L Street
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File Name : 23_CVA_Ind_L PM
Site Code : 23523090
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	**1**	2	1	4	**70**	83	1	154	**21**	0	61	82	1	145	80	226
+15 mins.	1	3	**2**	**6**	54	80	**4**	138	18	0	**64**	82	**2**	128	85	215
+30 mins.	1	2	0	3	69	77	3	149	11	0	55	66	0	118	64	182
+45 mins.	0	**5**	1	6	62	**99**	0	**161**	21	0	63	**84**	1	**158**	**92**	**251**
Total Volume	3	12	4	19	255	339	8	602	71	0	243	314	4	549	321	874
% App. Total	15.8	63.2	21.1		42.4	56.3	1.3		22.6	0	77.4		0.5	62.8	36.7	
PHF	.750	.600	.500	.792	.911	.856	.500	.935	.845	.000	.949	.935	.500	.869	.872	.871

Location: Chula Vista
N/S: Industrial Boulevard
E/W: L Street

Date: 1/25/2023
Day: Wednesday

PEDESTRIANS

	North Leg Self Storage Driveway	East Leg L Street	South Leg Industrial Boulevard	West Leg L Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	3	0	0	0	3
8:00 AM	11	0	0	0	11
8:15 AM	11	1	0	0	12
8:30 AM	3	0	0	0	3
8:45 AM	0	4	0	0	4
TOTAL VOLUMES:	29	5	1	0	35

	North Leg Self Storage Driveway	East Leg L Street	South Leg Industrial Boulevard	West Leg L Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	0	0	0	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2
5:00 PM	1	0	0	0	1
5:15 PM	2	0	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	11	0	0	0	11

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Location: Chula Vista
N/S: Industrial Boulevard
E/W: L Street

Date: 1/25/2023
Day: Wednesday

BICYCLES

	Southbound Self Storage Driveway			Westbound L Street			Northbound Industrial Boulevard			Eastbound L Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
7:30 AM	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	2	0	1	0	0	0	0	0	4

	Southbound Self Storage Driveway			Westbound L Street			Northbound Industrial Boulevard			Eastbound L Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1	0	0	0	1	0	2	1	6

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Appendix F

Intersection LOS Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	5	31	18	0	4	0	172	278	370	25
Future Volume (veh/h)	0	8	5	31	18	0	4	0	172	278	370	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	9	6	35	20	0	4	0	193	312	416	28
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	200	89	200	210	0	0	0	0	670	652	44
Arrive On Green	0.00	0.06	0.06	0.12	0.12	0.00	0.00	0.00	0.00	0.39	0.39	0.39
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1687	114
Grp Volume(v), veh/h	0	9	6	35	20	0		0.0		312	0	444
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1801
Q Serve(g_s), s	0.0	0.1	0.1	0.7	0.4	0.0				5.2	0.0	7.8
Cycle Q Clear(g_c), s	0.0	0.1	0.1	0.7	0.4	0.0				5.2	0.0	7.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.06
Lane Grp Cap(c), veh/h	0	200	89	200	210	0				670	0	696
V/C Ratio(X)	0.00	0.05	0.07	0.18	0.10	0.00				0.47	0.00	0.64
Avail Cap(c_a), veh/h	0	2666	1189	1095	1150	0				1497	0	1554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.3	17.3	15.5	15.4	0.0				8.9	0.0	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.2	0.1	0.0				0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.1	0.0				1.5	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.3	17.4	15.7	15.4	0.0				9.1	0.0	10.1
LnGrp LOS	A	B	B	B	B	A				A	A	B
Approach Vol, veh/h		15			55						756	
Approach Delay, s/veh		17.4			15.6						9.7	
Approach LOS		B			B						A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		7.3		21.5		10.0						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		2.1		9.8		2.7						
Green Ext Time (p_c), s		0.0		2.2		0.1						

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

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	302	0	0	329	568	12	365	459	0	0	0
Future Volume (veh/h)	150	302	0	0	329	568	12	365	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	174	351	0	0	383	660	14	496	486			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	262	1976	0	0	737	658	14	502	438			
Arrive On Green	0.08	0.57	0.00	0.00	0.43	0.43	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	50	1769	1543			
Grp Volume(v), veh/h	174	351	0	0	383	660	510	0	486			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1819	0	1543			
Q Serve(g_s), s	3.5	3.4	0.0	0.0	11.4	29.9	19.6	0.0	19.9			
Cycle Q Clear(g_c), s	3.5	3.4	0.0	0.0	11.4	29.9	19.6	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.03		1.00			
Lane Grp Cap(c), veh/h	262	1976	0	0	737	658	516	0	438			
V/C Ratio(X)	0.67	0.18	0.00	0.00	0.52	1.00	0.99	0.00	1.11			
Avail Cap(c_a), veh/h	1453	1976	0	0	737	658	516	0	438			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.5	7.2	0.0	0.0	14.8	20.1	25.0	0.0	25.1			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	1.0	35.9	36.5	0.0	76.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	0.0	4.3	16.1	13.1	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.2	0.0	0.0	15.9	56.0	61.5	0.0	101.6			
LnGrp LOS	C	A	A	A	B	F	E	A	F			
Approach Vol, veh/h		525			1043			996				
Approach Delay, s/veh		15.6			41.3			81.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.2	35.0		25.0		45.2			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	5.5	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	5.5	31.9		21.9		5.4			
Green Ext Time (p_c), s	0.1	0.0		0.0		1.5			

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	643	41	64	665	7	139	4	41	15	6	8
Future Volume (veh/h)	9	643	41	64	665	7	139	4	41	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	814	52	81	842	9	176	5	52	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	2142	137	456	2349	25	260	6	320	63	27	17
Arrive On Green	0.01	0.65	0.65	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3302	211	1734	3507	37	966	27	1543	83	132	80
Grp Volume(v), veh/h	11	426	440	81	415	436	181	0	52	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1783	1734	1730	1814	993	0	1543	294	0	0
Q Serve(g_s), s	0.3	13.8	13.8	1.9	0.0	0.0	0.0	0.0	3.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	13.8	13.8	1.9	0.0	0.0	22.2	0.0	3.3	22.9	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	498	1122	1157	456	1159	1215	265	0	320	106	0	0
V/C Ratio(X)	0.02	0.38	0.38	0.18	0.36	0.36	0.68	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	781	1122	1157	702	1159	1215	271	0	327	113	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)	0.91	0.91	0.91	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	9.8	9.8	7.0	0.0	0.0	46.5	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	0.7	0.7	6.7	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.3	5.4	0.6	0.2	0.2	5.7	0.0	1.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	10.7	10.7	7.2	0.7	0.7	53.1	0.0	39.2	43.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		877			932			233			37	
Approach Delay, s/veh		10.7			1.2			50.0			43.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	82.5		29.5	5.4	85.1		29.5
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 4	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	3.9	15.8		24.9	2.3	2.0		24.2
Green Ext Time (p_c), s	0.2	6.7		0.0	0.0	6.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	353	82	53	395	89	139	529	47	54	318	234
Future Volume (veh/h)	244	353	82	53	395	89	139	529	47	54	318	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	294	425	99	64	476	107	167	637	57	65	383	282
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	313	1326	306	82	961	215	194	909	81	83	758	338
Arrive On Green	0.36	0.95	0.95	0.02	0.11	0.11	0.11	0.28	0.28	0.05	0.22	0.22
Sat Flow, veh/h	1734	2791	645	1734	2810	628	1734	3212	287	1734	3460	1543
Grp Volume(v), veh/h	294	262	262	64	292	291	167	343	351	65	383	282
Grp Sat Flow(s),veh/h/ln	1734	1730	1705	1734	1730	1708	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	19.7	1.3	1.3	4.4	19.0	19.2	11.4	21.3	21.3	4.4	11.7	21.0
Cycle Q Clear(g_c), s	19.7	1.3	1.3	4.4	19.0	19.2	11.4	21.3	21.3	4.4	11.7	21.0
Prop In Lane	1.00		0.38	1.00		0.37	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	313	822	810	82	592	584	194	489	500	83	758	338
V/C Ratio(X)	0.94	0.32	0.32	0.78	0.49	0.50	0.86	0.70	0.70	0.78	0.51	0.83
Avail Cap(c_a), veh/h	315	822	810	243	592	584	272	489	500	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.95	0.95	0.95	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	1.6	1.6	58.4	43.5	43.5	52.4	38.5	38.5	56.5	41.2	44.8
Incr Delay (d2), s/veh	33.0	1.0	1.0	5.6	2.8	2.9	8.4	2.8	2.8	5.9	0.7	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	0.6	0.6	2.1	9.3	9.3	5.4	9.4	9.6	2.1	5.1	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	2.6	2.6	64.0	46.2	46.4	60.8	41.3	41.3	62.4	41.9	57.5
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		818			647			861			730	
Approach Delay, s/veh		27.1			48.1			45.1			49.7	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	61.6	17.6	30.9	25.9	45.6	10.0	38.5
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.4	3.3	13.4	23.0	21.7	21.2	6.4	23.3
Green Ext Time (p_c), s	0.0	5.0	0.1	3.3	0.0	2.9	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	344	30	20	404	113	34	93	29	17	62	72
Future Volume (veh/h)	73	344	30	20	404	113	34	93	29	17	62	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	97	459	40	27	539	151	45	124	39	23	83	96
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	2275	198	34	1756	490	76	159	46	52	119	124
Arrive On Green	0.14	1.00	1.00	0.04	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1734	3221	280	1734	2672	745	244	995	286	114	746	779
Grp Volume(v), veh/h	97	246	253	27	348	342	208	0	0	202	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1771	1734	1730	1687	1526	0	0	1639	0	0
Q Serve(g_s), s	6.5	0.0	0.0	1.9	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	0.0	1.9	0.0	0.0	16.1	0.0	0.0	14.1	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.44	0.22		0.19	0.11		0.48
Lane Grp Cap(c), veh/h	120	1222	1251	34	1137	1109	280	0	0	295	0	0
V/C Ratio(X)	0.81	0.20	0.20	0.79	0.31	0.31	0.74	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	214	1222	1251	214	1137	1109	509	0	0	524	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.0	0.0	0.0	57.4	0.0	0.0	48.8	0.0	0.0	48.2	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.3	0.3	28.9	0.6	0.6	3.9	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.1	1.1	0.2	0.2	6.4	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	0.3	0.3	86.3	0.6	0.6	52.7	0.0	0.0	51.0	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		596			717			208			202	
Approach Delay, s/veh		10.5			3.9			52.7			51.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	89.7		23.8	12.5	83.8		23.8
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.1	8.5	2.0		18.1
Green Ext Time (p_c), s	0.0	3.4		1.1	0.1	5.1		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	260	67	120	384	76	121	691	64	142	608	72
Future Volume (veh/h)	78	260	67	120	384	76	121	691	64	142	608	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	87	289	74	133	427	84	134	768	71	158	676	80
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	1134	285	563	1244	243	161	855	79	185	973	434
Arrive On Green	0.09	0.83	0.83	0.06	0.43	0.43	0.09	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2738	689	1734	2886	564	1734	3202	296	1734	3460	1543
Grp Volume(v), veh/h	87	181	182	133	255	256	134	415	424	158	676	80
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1720	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.5	2.7	2.8	5.2	11.8	12.0	9.1	27.7	27.8	10.7	20.9	4.7
Cycle Q Clear(g_c), s	3.5	2.7	2.8	5.2	11.8	12.0	9.1	27.7	27.8	10.7	20.9	4.7
Prop In Lane	1.00		0.41	1.00		0.33	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	430	716	703	563	746	741	161	462	472	185	973	434
V/C Ratio(X)	0.20	0.25	0.26	0.24	0.34	0.35	0.83	0.90	0.90	0.85	0.69	0.18
Avail Cap(c_a), veh/h	597	716	703	701	746	741	315	492	502	315	983	439
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)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.3	6.3	18.0	22.8	22.8	53.5	42.4	42.4	52.7	38.5	32.7
Incr Delay (d2), s/veh	0.1	0.8	0.9	0.1	1.2	1.3	4.3	18.7	18.5	4.4	2.2	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	1.3	1.1	1.1	2.1	5.1	5.1	4.2	14.2	14.4	4.9	9.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.1	7.2	18.1	24.0	24.1	57.8	61.1	60.9	57.1	40.7	32.9
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		450			644			973			914	
Approach Delay, s/veh		9.3			22.8			60.6			42.9	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	54.6	15.3	38.7	9.4	56.6	17.0	36.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 7	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.2	4.8	11.1	22.9	5.5	14.0	12.7	29.8
Green Ext Time (p_c), s	0.1	1.8	0.1	4.3	0.1	2.4	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

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

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

Intersection	
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	9	8	9	63	18	72	26	80	50	149	39	206
Future Vol, veh/h	9	8	9	63	18	72	26	80	50	149	39	206
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	10	69	20	79	29	88	55	164	43	226
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.1	9.6	9.4	10.2
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	88%	0%	100%	0%
Vol Thru, %	0%	62%	0%	47%	12%	11%	0%	16%
Vol Right, %	0%	38%	0%	53%	0%	89%	0%	84%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	130	9	17	72	81	149	245
LT Vol	26	0	9	0	63	0	149	0
Through Vol	0	80	0	8	9	9	0	39
RT Vol	0	50	0	9	0	72	0	206
Lane Flow Rate	29	143	10	19	79	89	164	269
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.048	0.208	0.019	0.031	0.141	0.132	0.262	0.349
Departure Headway (Hd)	6.022	5.246	6.789	5.906	6.405	5.335	5.758	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	590	677	530	610	555	666	621	765
Service Time	3.804	3.028	4.489	3.606	4.191	3.12	3.523	2.428
HCM Lane V/C Ratio	0.049	0.211	0.019	0.031	0.142	0.134	0.264	0.352
HCM Control Delay	9.1	9.4	9.6	8.8	10.3	8.9	10.6	9.9
HCM Lane LOS	A	A	A	A	B	A	B	A
HCM 95th-tile Q	0.2	0.8	0.1	0.1	0.5	0.5	1	1.6

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	189	141	95	85	22
Future Vol, veh/h	28	189	141	95	85	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	222	166	112	100	26
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.1	8.7	9.3
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	31%	0%	0%	0%	79%
Vol Thru, %	69%	100%	100%	33%	0%
Vol Right, %	0%	0%	0%	67%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	126	94	142	107
LT Vol	28	0	0	0	85
Through Vol	63	126	94	47	0
RT Vol	0	0	0	95	22
Lane Flow Rate	107	148	111	167	126
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.157	0.21	0.157	0.215	0.18
Departure Headway (Hd)	5.266	5.111	5.109	4.637	5.142
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	680	701	701	772	696
Service Time	3.006	2.851	2.847	2.376	3.183
HCM Lane V/C Ratio	0.157	0.211	0.158	0.216	0.181
HCM Control Delay	9	9.2	8.8	8.7	9.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.8	0.6	0.8	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	123	136	53	113	41	37	571	63	23	377	47
Future Volume (veh/h)	48	123	136	53	113	41	37	571	63	23	377	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	53	135	149	58	124	45	41	627	69	25	414	52
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	68	962	858	75	1409	490	52	740	81	33	694	87
Arrive On Green	0.04	0.56	0.56	0.04	0.56	0.56	0.03	0.24	0.24	0.02	0.22	0.22
Sat Flow, veh/h	1734	1730	1543	1734	2517	876	1734	3144	345	1734	3095	387
Grp Volume(v), veh/h	53	135	149	58	84	85	41	345	351	25	230	236
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1663	1734	1730	1759	1734	1730	1752
Q Serve(g_s), s	3.6	4.5	5.7	4.0	2.7	2.9	2.8	22.8	22.9	1.7	14.3	14.5
Cycle Q Clear(g_c), s	3.6	4.5	5.7	4.0	2.7	2.9	2.8	22.8	22.9	1.7	14.3	14.5
Prop In Lane	1.00		1.00	1.00		0.53	1.00		0.20	1.00		0.22
Lane Grp Cap(c), veh/h	68	962	858	75	968	931	52	408	414	33	388	393
V/C Ratio(X)	0.78	0.14	0.17	0.78	0.09	0.09	0.78	0.85	0.85	0.76	0.59	0.60
Avail Cap(c_a), veh/h	228	962	858	228	968	931	272	525	534	272	525	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	0.63	0.63	0.63	0.83	0.83	0.83
Uniform Delay (d), s/veh	57.1	12.8	13.1	56.8	12.2	12.3	57.8	43.8	43.8	58.6	41.7	41.7
Incr Delay (d2), s/veh	17.0	0.3	0.4	15.7	0.2	0.2	14.6	6.4	6.5	25.8	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.8	2.1	2.1	1.1	1.1	1.4	10.5	10.7	1.0	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	13.1	13.5	72.6	12.4	12.5	72.4	50.2	50.3	84.4	42.9	43.0
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		337			227			737			491	
Approach Delay, s/veh		22.9			27.8			51.5			45.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	7.8	31.5	8.9	71.8	6.5	32.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.0	7.7	4.8	16.5	5.6	4.9	3.7	24.9
Green Ext Time (p_c), s	0.1	1.7	0.0	2.7	0.1	0.9	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

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

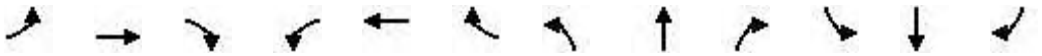
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	152	110	0
Future Vol, veh/h	1	0	1	152	110	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	169	122	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	293	122	122	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	698	929	1465	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	697	929	1465	-	-	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	859	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1465	-	697	-	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-	-
HCM Control Delay (s)	7.5	0	10.2	0	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	38	2	32	61	67	1	72	21	35	46	28
Future Volume (veh/h)	0	38	2	32	61	67	1	72	21	35	46	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	42	2	35	67	74	1	79	23	38	51	31
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	584	28	348	667	742	177	151	44	163	118	72
Arrive On Green	0.00	0.17	0.17	0.52	0.52	0.52	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	0	3455	159	665	1273	1416	1316	1355	395	1293	1060	645
Grp Volume(v), veh/h	0	21	23	94	0	82	1	0	102	38	0	82
Grp Sat Flow(s),veh/h/ln	0	1730	1793	1788	0	1566	1316	0	1750	1293	0	1705
Q Serve(g_s), s	0.0	0.8	0.8	2.1	0.0	2.1	0.1	0.0	4.4	2.3	0.0	3.6
Cycle Q Clear(g_c), s	0.0	0.8	0.8	2.1	0.0	2.1	3.6	0.0	4.4	6.7	0.0	3.6
Prop In Lane	0.00		0.09	0.37		0.90	1.00		0.23	1.00		0.38
Lane Grp Cap(c), veh/h	0	301	311	937	0	820	177	0	195	163	0	190
V/C Ratio(X)	0.00	0.07	0.07	0.10	0.00	0.10	0.01	0.00	0.52	0.23	0.00	0.43
Avail Cap(c_a), veh/h	0	301	311	937	0	820	441	0	545	421	0	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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.7	27.7	9.6	0.0	9.6	34.9	0.0	33.6	36.7	0.0	33.2
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.2	0.0	0.2	0.0	0.0	0.8	0.3	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	0.0	0.4	0.4	0.8	0.0	0.7	0.0	0.0	1.9	0.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.1	28.1	9.8	0.0	9.8	34.9	0.0	34.4	37.0	0.0	33.8
LnGrp LOS	A	C	C	A	A	A	C	A	C	D	A	C
Approach Vol, veh/h		44			176			103			120	
Approach Delay, s/veh		28.1			9.8			34.4			34.8	
Approach LOS		C			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		14.0		19.0		14.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		4.1		8.7		2.8		6.4				
Green Ext Time (p_c), s		0.6		0.3		0.1		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	61	33	257	110	0	0	0	0	295	3	51
Future Volume (veh/h)	0	61	33	257	110	0	0	0	0	295	3	51
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	69	38	292	125	0				354	0	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1880	875	369	2545	0				475	0	211
Arrive On Green	0.00	0.57	0.57	0.11	0.74	0.00				0.14	0.00	0.14
Sat Flow, veh/h	0	3478	1543	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	69	38	292	125	0				354	0	40
Grp Sat Flow(s),veh/h/ln	0	1657	1543	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	0.7	0.9	6.8	0.8	0.0				7.8	0.0	1.8
Cycle Q Clear(g_c), s	0.0	0.7	0.9	6.8	0.8	0.0				7.8	0.0	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1880	875	369	2545	0				475	0	211
V/C Ratio(X)	0.00	0.04	0.04	0.79	0.05	0.00				0.75	0.00	0.19
Avail Cap(c_a), veh/h	0	1880	875	379	2545	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	0.90	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	7.7	34.7	2.9	0.0				33.2	0.0	30.6
Incr Delay (d2), s/veh	0.0	0.0	0.1	8.8	0.0	0.0				2.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.3	3.2	0.2	0.0				3.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.7	7.8	43.5	2.9	0.0				35.5	0.0	31.0
LnGrp LOS	A	A	A	D	A	A				D	A	C
Approach Vol, veh/h		107			417						394	
Approach Delay, s/veh		7.7			31.4						35.1	
Approach LOS		A			C						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	63.9	16.1	13.5	50.5
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	2.8	9.8	8.8	2.9
Green Ext Time (p_c), s	0.5	1.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	322	0	0	302	325	67	28	391	0	0	0
Future Volume (veh/h)	35	322	0	0	302	325	67	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	37	343	0	0	321	346	57	0	451			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	145	1734	0	0	566	505	373	0	663			
Arrive On Green	0.04	0.50	0.00	0.00	0.33	0.33	0.21	0.00	0.21			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	1734	0	3087			
Grp Volume(v), veh/h	37	343	0	0	321	346	57	0	451			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1734	0	1543			
Q Serve(g_s), s	0.4	2.0	0.0	0.0	5.5	7.0	1.0	0.0	4.8			
Cycle Q Clear(g_c), s	0.4	2.0	0.0	0.0	5.5	7.0	1.0	0.0	4.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	145	1734	0	0	566	505	373	0	663			
V/C Ratio(X)	0.26	0.20	0.00	0.00	0.57	0.68	0.15	0.00	0.68			
Avail Cap(c_a), veh/h	468	3544	0	0	1305	1164	869	0	1547			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.6	5.0	0.0	0.0	10.0	10.5	11.4	0.0	13.0			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.3	0.6	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			
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.0	0.0	1.6	1.8	0.3	0.0	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	5.0	0.0	0.0	10.3	11.1	11.5	0.0	13.4			
LnGrp LOS	B	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		380			667			508				
Approach Delay, s/veh		6.2			10.7			13.2				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.2	16.9		12.8		23.1
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1
Max Green Setting (Gmax), s	5	27.1		18.0		36.8
Max Q Clear Time (g_c+I1), s	2.4	9.0		6.8		4.0
Green Ext Time (p_c), s	0.0	2.8		0.9		1.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	640	4	17	477	60	22	7	12	66	7	131
Future Volume (veh/h)	65	640	4	17	477	60	22	7	12	66	7	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	74	727	5	19	542	68	25	8	14	75	8	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	2306	16	29	1907	239	52	18	31	188	9	160
Arrive On Green	0.05	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3523	24	1734	3094	387	1734	594	1040	1734	79	1476
Grp Volume(v), veh/h	74	357	375	19	302	308	25	0	22	75	0	157
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1751	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.0	8.6	8.6	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Cycle Q Clear(g_c), s	4.0	8.6	8.6	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Prop In Lane	1.00		0.01	1.00		0.22	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	95	1133	1189	29	1066	1079	52	0	49	188	0	169
V/C Ratio(X)	0.78	0.32	0.32	0.66	0.28	0.29	0.48	0.00	0.45	0.40	0.00	0.93
Avail Cap(c_a), veh/h	267	1133	1189	267	1066	1079	441	0	415	188	0	169
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	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	7.2	7.2	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.4
Incr Delay (d2), s/veh	12.1	0.7	0.7	22.6	0.7	0.7	6.9	0.0	6.4	1.4	0.0	49.7
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	2.0	3.1	3.2	0.6	0.2	0.2	0.7	0.0	0.6	1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	7.9	7.9	68.7	0.7	0.7	52.7	0.0	52.2	41.3	0.0	92.2
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		806			629			47			232	
Approach Delay, s/veh		12.4			2.7			52.5			75.7	
Approach LOS		B			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	67.8		15.0	9.5	64.1		7.5				
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	* 1.5	28.1		10.4	* 15	28.1		24.4				
Max Q Clear Time (g_c+I1), s	3.0	10.6		11.6	6.0	2.0		3.4				
Green Ext Time (p_c), s	0.0	4.3		0.0	0.1	4.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	681	18	6	450	33	20	12	21	21	19	35
Future Volume (veh/h)	19	681	18	6	450	33	20	12	21	21	19	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	22	774	20	7	511	38	23	14	24	24	22	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	877	23	754	2214	164	29	18	30	31	28	52
Arrive On Green	0.04	0.51	0.51	0.43	0.68	0.68	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3446	89	1734	3265	242	630	384	658	463	424	772
Grp Volume(v), veh/h	22	389	405	7	270	279	61	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1805	1734	1730	1778	1671	0	0	1659	0	0
Q Serve(g_s), s	1.2	19.2	19.2	0.2	5.7	5.8	3.5	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	19.2	19.2	0.2	5.7	5.8	3.5	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.14	0.38		0.39	0.28		0.47
Lane Grp Cap(c), veh/h	32	440	459	754	1173	1205	77	0	0	111	0	0
V/C Ratio(X)	0.69	0.88	0.88	0.01	0.23	0.23	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	528	754	1173	1205	181	0	0	422	0	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	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	22.3	22.3	15.4	5.9	5.9	45.3	0.0	0.0	44.1	0.0	0.0
Incr Delay (d2), s/veh	8.8	20.9	20.3	0.0	0.4	0.4	6.6	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.7	8.0	0.1	2.0	2.0	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	43.2	42.6	15.4	6.3	6.3	51.9	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		816			556			61			86	
Approach Delay, s/veh		43.2			6.5			51.9			48.4	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	29.3		11.0	6.0	70.0		9.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	11.8	* 28		24.4	* 15	28.1		10.4				
Max Q Clear Time (g_c+I1), s	2.2	21.2		6.9	3.2	7.8		5.5				
Green Ext Time (p_c), s	0.0	3.2		0.2	0.0	4.0		0.1				

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	437	86	145	324	98	115	524	157	79	432	79
Future Volume (veh/h)	124	437	86	145	324	98	115	524	157	79	432	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	139	491	97	163	364	110	129	589	176	89	485	89
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	198	1863	831	221	1432	427	185	709	418	141	663	387
Arrive On Green	0.06	0.54	0.54	0.13	1.00	1.00	0.11	0.41	0.41	0.04	0.19	0.19
Sat Flow, veh/h	3365	3460	1543	3365	2627	783	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	139	491	97	163	238	236	129	589	176	89	485	89
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1680	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	4.9	9.2	3.7	5.6	0.0	0.0	4.4	18.3	9.6	3.1	15.8	5.5
Cycle Q Clear(g_c), s	4.9	9.2	3.7	5.6	0.0	0.0	4.4	18.3	9.6	3.1	15.8	5.5
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	1863	831	221	943	916	185	709	418	141	663	387
V/C Ratio(X)	0.70	0.26	0.12	0.74	0.25	0.26	0.70	0.83	0.42	0.63	0.73	0.23
Avail Cap(c_a), veh/h	471	1863	831	471	943	916	499	1078	582	471	1050	559
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.91	0.91	0.91	0.85	0.85	0.85	0.80	0.80	0.80
Uniform Delay (d), s/veh	55.4	14.9	13.6	51.1	0.0	0.0	52.4	33.5	26.3	56.6	45.6	35.8
Incr Delay (d2), s/veh	4.2	0.3	0.3	4.3	0.6	0.6	4.0	2.9	0.6	3.7	1.3	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	2.2	3.7	1.4	2.4	0.2	0.2	1.9	6.5	3.1	1.4	6.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	15.2	13.9	55.5	0.6	0.6	56.4	36.5	26.9	60.3	46.9	36.0
LnGrp LOS	E	B	B	E	A	A	E	D	C	E	D	D
Approach Vol, veh/h		727			637			894			663	
Approach Delay, s/veh		23.5			14.6			37.5			47.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	69.5	10.8	27.6	11.3	70.3	9.2	29.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.9	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.6	11.2	6.4	17.8	6.9	2.0	5.1	20.3
Green Ext Time (p_c), s	0.3	3.5	0.3	3.4	0.3	3.1	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	536	11	16	560	124	20	39	26	116	39	75
Future Volume (veh/h)	77	536	11	16	560	124	20	39	26	116	39	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	96	670	14	20	700	155	25	49	32	145	49	94
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	688	2257	1007	28	749	166	33	152	129	172	298	252
Arrive On Green	0.79	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.16	0.16
Sat Flow, veh/h	1734	3460	1543	1734	2816	623	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	96	670	14	20	430	425	25	49	32	145	49	94
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1709	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.5	0.0	0.0	1.4	29.6	29.7	1.7	3.0	2.3	9.9	2.8	2.8
Cycle Q Clear(g_c), s	1.5	0.0	0.0	1.4	29.6	29.7	1.7	3.0	2.3	9.9	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	688	2257	1007	28	460	455	33	152	129	172	298	252
V/C Ratio(X)	0.14	0.30	0.01	0.71	0.93	0.93	0.76	0.32	0.25	0.84	0.16	0.37
Avail Cap(c_a), veh/h	688	2257	1007	228	463	457	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	0.0	0.0	59.4	53.7	53.7	58.6	51.8	51.5	53.1	43.1	8.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.6	24.7	25.1	30.1	1.2	1.0	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	17.0	16.8	1.0	1.4	0.9	4.5	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.3	0.0	69.0	78.4	78.8	88.7	53.0	52.5	57.4	43.4	9.2
LnGrp LOS	A	A	A	E	E	E	F	D	D	E	D	A
Approach Vol, veh/h		780			875			106			288	
Approach Delay, s/veh		1.2			78.4			61.3			39.3	
Approach LOS		A			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	83.2	6.5	24.2	52.5	36.8	16.1	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.5	2.0	3.7	4.8	3.5	31.7	11.9	5.0
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	0.3	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	406	87	78	490	126	132	662	53	129	590	123
Future Volume (veh/h)	164	406	87	78	490	126	132	662	53	129	590	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	180	446	96	86	538	138	145	727	58	142	648	135
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	243	1272	272	137	1137	291	172	850	68	169	901	402
Arrive On Green	0.02	0.15	0.15	0.04	0.42	0.42	0.10	0.26	0.26	0.10	0.26	0.26
Sat Flow, veh/h	3365	2836	606	3365	2729	697	1734	3246	259	1734	3460	1543
Grp Volume(v), veh/h	180	271	271	86	340	336	145	387	398	142	648	135
Grp Sat Flow(s),veh/h/ln	1682	1730	1712	1682	1730	1696	1734	1730	1775	1734	1730	1543
Q Serve(g_s), s	6.4	16.9	17.1	3.0	17.1	17.3	9.9	25.5	25.6	9.7	20.5	8.5
Cycle Q Clear(g_c), s	6.4	16.9	17.1	3.0	17.1	17.3	9.9	25.5	25.6	9.7	20.5	8.5
Prop In Lane	1.00		0.35	1.00		0.41	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	243	776	768	137	721	707	172	453	465	169	901	402
V/C Ratio(X)	0.74	0.35	0.35	0.63	0.47	0.48	0.84	0.85	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	776	768	443	721	707	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	35.4	35.5	56.7	25.4	25.4	53.1	42.1	42.1	53.3	40.4	36.0
Incr Delay (d2), s/veh	4.1	1.2	1.2	4.7	2.2	2.3	19.1	9.8	9.6	18.3	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.1	8.1	1.4	7.4	7.3	5.2	12.0	12.3	5.0	8.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.6	36.7	61.4	27.6	27.7	72.2	51.9	51.7	71.6	42.0	36.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		722			762			930			925	
Approach Delay, s/veh		42.8			31.5			55.0			45.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	58.7	16.1	36.1	12.9	54.9	15.9	36.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.0	19.1	11.9	22.5	8.4	19.3	11.7	27.6
Green Ext Time (p_c), s	0.1	2.4	0.1	4.5	0.3	3.1	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	10	45	31	4	37
Future Vol, veh/h	36	10	45	31	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	11	49	34	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	50	0	160	25
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1555	-	815	1045
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	789	1045
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	789	1045	-	-	1555	-
HCM Lane V/C Ratio	0.006	0.038	-	-	0.031	-
HCM Control Delay (s)	9.6	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	25.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	74	15	362	96	37	21	82	288	10	62	7
Future Vol, veh/h	4	74	15	362	96	37	21	82	288	10	62	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	83	17	407	108	42	24	92	324	11	70	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	11.7	30.2	25.8	12.2
HCM LOS	B	D	D	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	22%	0%	100%	62%	0%	100%	46%	0%	90%
Vol Right, %	0%	78%	0%	0%	38%	0%	0%	54%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	370	4	49	40	362	64	69	10	69
LT Vol	21	0	4	0	0	362	0	0	10	0
Through Vol	0	82	0	49	25	0	64	32	0	62
RT Vol	0	288	0	0	15	0	0	37	0	7
Lane Flow Rate	24	416	4	55	45	407	72	78	11	78
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.05	0.755	0.011	0.124	0.097	0.834	0.137	0.14	0.027	0.171
Departure Headway (Hd)	7.582	6.536	8.59	8.076	7.803	7.383	6.873	6.491	8.519	7.941
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	553	416	443	459	492	522	553	420	451
Service Time	5.317	4.271	6.347	5.832	5.56	5.123	4.613	4.23	6.271	5.693
HCM Lane V/C Ratio	0.051	0.752	0.01	0.124	0.098	0.827	0.138	0.141	0.026	0.173
HCM Control Delay	10.7	26.7	11.4	12	11.4	37.4	10.7	10.3	11.5	12.3
HCM Lane LOS	B	D	B	B	B	E	B	B	B	B
HCM 95th-tile Q	0.2	6.6	0	0.4	0.3	8.3	0.5	0.5	0.1	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	356	35	222	284	0	0	0	0	316	0	221
Future Volume (veh/h)	0	356	35	222	284	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	400	39	249	319	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1023	98	196	1595	0				466	0	415
Arrive On Green	0.00	0.22	0.22	0.11	0.46	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4777	443	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	286	153	249	319	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1741	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.3	3.4	5.1	2.5	0.0				8.5	0.0	6.3
Cycle Q Clear(g_c), s	0.0	3.3	3.4	5.1	2.5	0.0				8.5	0.0	6.3
Prop In Lane	0.00		0.25	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	735	386	196	1595	0				466	0	415
V/C Ratio(X)	0.00	0.39	0.40	1.27	0.20	0.00				0.76	0.00	0.60
Avail Cap(c_a), veh/h	0	2239	1177	196	3166	0				634	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.0	15.0	20.0	7.2	0.0				15.2	0.0	14.4
Incr Delay (d2), s/veh	0.0	0.6	1.1	155.6	0.1	0.0				3.7	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	1.3	10.3	0.7	0.0				3.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	16.1	175.6	7.3	0.0				18.9	0.0	15.8
LnGrp LOS	A	B	B	F	A	A				B	A	B
Approach Vol, veh/h		439			568						603	
Approach Delay, s/veh		15.7			81.1						17.6	
Approach LOS		B			F						B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		26.9		18.2	10.8	16.1						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		41.3		16.5	* 5.1	30.5						
Max Q Clear Time (g_c+I1), s		4.5		10.5	7.1	5.4						
Green Ext Time (p_c), s		3.7		1.6	0.0	4.6						

Intersection Summary		
HCM 6th Ctrl Delay		39.5
HCM 6th LOS		D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	531	0	0	415	447	102	3	351	0	0	0
Future Volume (veh/h)	101	531	0	0	415	447	102	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	111	584	0	0	456	491	112	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	140	1893	0	0	652	582	440	12	402			
Arrive On Green	0.08	0.55	0.00	0.00	0.38	0.38	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1691	45	1543			
Grp Volume(v), veh/h	111	584	0	0	456	491	115	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1737	0	1543			
Q Serve(g_s), s	4.0	5.8	0.0	0.0	14.1	18.4	3.3	0.0	15.6			
Cycle Q Clear(g_c), s	4.0	5.8	0.0	0.0	14.1	18.4	3.3	0.0	15.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	140	1893	0	0	652	582	452	0	402			
V/C Ratio(X)	0.80	0.31	0.00	0.00	0.70	0.84	0.25	0.00	0.96			
Avail Cap(c_a), veh/h	140	1982	0	0	696	621	452	0	402			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.6	7.8	0.0	0.0	16.7	18.1	18.6	0.0	23.1			
Incr Delay (d2), s/veh	24.7	0.2	0.0	0.0	3.5	10.7	0.1	0.0	34.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	1.8	0.0	0.0	5.6	7.5	1.3	0.0	9.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	8.0	0.0	0.0	20.3	28.8	18.7	0.0	57.6			
LnGrp LOS	D	A	A	A	C	C	B	A	E			
Approach Vol, veh/h		695			947			501				
Approach Delay, s/veh		15.2			24.7			48.7				
Approach LOS		B			C			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	30.0		22.6		40.8			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.0	20.4		17.6		7.8			
Green Ext Time (p_c), s	0.0	3.5		0.0		7.0			

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	579	14	11	514	7	118	23	9	18	14	30
Future Vol, veh/h	42	579	14	11	514	7	118	23	9	18	14	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	643	16	12	571	8	131	26	10	20	16	33
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	18.7	16	13.4	11.2
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	13%	0%	4%	0%	29%
Vol Thru, %	15%	87%	95%	96%	97%	23%
Vol Right, %	6%	0%	5%	0%	3%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	332	304	268	264	62
LT Vol	118	42	0	11	0	18
Through Vol	23	290	290	257	257	14
RT Vol	9	0	14	0	7	30
Lane Flow Rate	167	368	337	298	293	69
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.323	0.644	0.581	0.529	0.518	0.134
Departure Headway (Hd)	6.986	6.298	6.2	6.396	6.356	7.017
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	571	580	560	563	508
Service Time	5.056	4.066	3.969	4.169	4.129	5.109
HCM Lane V/C Ratio	0.326	0.644	0.581	0.532	0.52	0.136
HCM Control Delay	13.4	19.9	17.3	16.2	15.8	11.2
HCM Lane LOS	B	C	C	C	C	B
HCM 95th-tile Q	1.4	4.6	3.7	3.1	3	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	407	252	46	272	40	146	596	54	44	535	81
Future Volume (veh/h)	113	407	252	46	272	40	146	596	54	44	535	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	127	457	283	52	306	45	164	670	61	49	601	91
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	153	512	315	67	603	88	191	1000	91	436	1578	704
Arrive On Green	0.09	0.25	0.25	0.04	0.20	0.20	0.11	0.31	0.31	0.25	0.46	0.46
Sat Flow, veh/h	1734	2057	1266	1734	3031	441	1734	3207	292	1734	3460	1543
Grp Volume(v), veh/h	127	384	356	52	173	178	164	361	370	49	601	91
Grp Sat Flow(s),veh/h/ln	1734	1730	1593	1734	1730	1742	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	8.6	25.7	25.9	3.6	10.7	10.9	11.2	21.8	21.8	2.6	13.7	4.1
Cycle Q Clear(g_c), s	8.6	25.7	25.9	3.6	10.7	10.9	11.2	21.8	21.8	2.6	13.7	4.1
Prop In Lane	1.00		0.79	1.00		0.25	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	153	430	396	67	344	347	191	539	551	436	1578	704
V/C Ratio(X)	0.83	0.89	0.90	0.78	0.50	0.51	0.86	0.67	0.67	0.11	0.38	0.13
Avail Cap(c_a), veh/h	243	467	430	243	467	470	286	539	551	436	1578	704
HCM Platoon Ratio	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	0.80	0.80	0.80
Uniform Delay (d), s/veh	53.8	43.5	43.6	57.2	42.8	42.9	52.5	35.9	35.9	34.6	21.5	18.9
Incr Delay (d2), s/veh	6.6	18.1	20.3	7.2	1.1	1.2	10.6	6.5	6.4	0.0	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	4.0	13.1	12.4	1.7	4.7	4.8	5.4	10.1	10.3	1.1	5.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	61.7	63.9	64.4	43.9	44.0	63.0	42.4	42.3	34.7	22.0	19.2
LnGrp LOS	E	E	E	E	D	D	E	D	D	C	C	B
Approach Vol, veh/h		867			403			895			741	
Approach Delay, s/veh		62.4			46.6			46.2			22.5	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	34.4	17.4	59.3	14.8	28.5	34.7	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 13	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	15.6	27.9	13.2	15.7	10.6	12.9	4.6	23.8
Green Ext Time (p_c), s	0.0	1.9	0.1	4.9	0.1	1.9	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	151	122	183	87	121
Future Vol, veh/h	177	151	122	183	87	121
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	170	137	206	98	136
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	10.7	10.8	11.2
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	183	177	76	76	87	121
LT Vol	0	0	177	0	0	87	0
Through Vol	122	0	0	0	0	0	121
RT Vol	0	183	0	76	76	0	0
Lane Flow Rate	137	206	199	85	85	98	136
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.237	0.316	0.365	0.127	0.086	0.187	0.242
Departure Headway (Hd)	6.232	5.525	6.609	5.399	3.649	6.905	6.399
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	650	545	664	979	520	561
Service Time	3.97	3.262	4.344	3.133	1.383	4.646	4.14
HCM Lane V/C Ratio	0.238	0.317	0.365	0.128	0.087	0.188	0.242
HCM Control Delay	10.9	10.8	13.1	8.9	6.7	11.2	11.2
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	0.9	1.4	1.7	0.4	0.3	0.7	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	74	119	88	162	2	157	16	168	4	14	7
Future Volume (veh/h)	34	74	119	88	162	2	157	16	168	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	48	104	168	124	228	3	221	23	237	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	660	295	183	845	11	568	41	421	160	304	127
Arrive On Green	0.05	0.19	0.19	0.11	0.24	0.24	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1734	3460	1543	1734	3497	46	1280	151	1543	96	1115	466
Grp Volume(v), veh/h	48	104	168	124	113	118	244	0	237	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1813	1431	0	1543	1677	0	0
Q Serve(g_s), s	0.8	0.8	3.1	2.2	1.7	1.7	4.1	0.0	4.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.8	3.1	2.2	1.7	1.7	4.6	0.0	4.1	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.91		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	95	660	295	183	418	438	609	0	421	591	0	0
V/C Ratio(X)	0.51	0.16	0.57	0.68	0.27	0.27	0.40	0.00	0.56	0.06	0.00	0.00
Avail Cap(c_a), veh/h	332	1989	887	471	1133	1187	1126	0	986	1169	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.4	10.6	11.5	13.5	9.6	9.6	9.9	0.0	9.8	8.5	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.1	1.7	4.4	0.3	0.3	0.4	0.0	1.2	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	0.4	0.2	0.9	0.9	0.5	0.5	1.1	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	10.7	13.2	17.9	10.0	10.0	10.3	0.0	11.0	8.5	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B	A	B	A	A	A
Approach Vol, veh/h		320			355			481			36	
Approach Delay, s/veh		13.2			12.7			10.7			8.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.0	7.8	10.5	13.0	6.2	12.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	6.6	4.2	5.1	2.5	2.8	3.7
Green Ext Time (p_c), s	1.9	0.1	0.9	0.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	47	16	36	20	0	11	0	322	795	582	13
Future Volume (veh/h)	0	47	16	36	20	0	11	0	322	795	582	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	49	17	38	21	0	11	0	335	724	752	14
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	561	250	176	185	0	0	0	0	811	833	16
Arrive On Green	0.00	0.16	0.16	0.10	0.10	0.00	0.00	0.00	0.00	0.47	0.47	0.47
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1782	33
Grp Volume(v), veh/h	0	49	17	38	21	0		0.0		724	0	766
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1815
Q Serve(g_s), s	0.0	0.8	0.6	1.3	0.7	0.0				24.3	0.0	24.8
Cycle Q Clear(g_c), s	0.0	0.8	0.6	1.3	0.7	0.0				24.3	0.0	24.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.02
Lane Grp Cap(c), veh/h	0	561	250	176	185	0				811	0	849
V/C Ratio(X)	0.00	0.09	0.07	0.22	0.11	0.00				0.89	0.00	0.90
Avail Cap(c_a), veh/h	0	1624	724	667	700	0				912	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.7	22.6	26.3	26.0	0.0				15.5	0.0	15.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				9.6	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.2	0.5	0.3	0.0				10.3	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.7	22.6	26.5	26.1	0.0				25.1	0.0	25.8
LnGrp LOS	A	C	C	C	C	A				C	A	C
Approach Vol, veh/h		66			59						1490	
Approach Delay, s/veh		22.7			26.4						25.4	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		15.4		36.3		12.0						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		2.8		26.8		3.3						
Green Ext Time (p_c), s		0.2		3.0		0.1						

Intersection Summary		
HCM 6th Ctrl Delay		25.3
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	678	0	0	409	403	15	3	346	0	0	0
Future Volume (veh/h)	313	678	0	0	409	403	15	3	346	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	364	788	0	0	476	469	0	0	422			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	482	2243	0	0	731	652	0	314	532			
Arrive On Green	0.14	0.65	0.00	0.00	0.42	0.42	0.00	0.00	0.17			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	0	1821	3087			
Grp Volume(v), veh/h	364	788	0	0	476	469	0	0	422			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	0	1821	1543			
Q Serve(g_s), s	5.9	5.9	0.0	0.0	12.5	14.3	0.0	0.0	7.4			
Cycle Q Clear(g_c), s	5.9	5.9	0.0	0.0	12.5	14.3	0.0	0.0	7.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		1.00			
Lane Grp Cap(c), veh/h	482	2243	0	0	731	652	0	314	532			
V/C Ratio(X)	0.76	0.35	0.00	0.00	0.65	0.72	0.00	0.00	0.79			
Avail Cap(c_a), veh/h	1795	2243	0	0	911	812	0	638	1081			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	23.4	4.6	0.0	0.0	13.1	13.6	0.0	0.0	22.5			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	1.8	3.2	0.0	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			
%ile BackOfQ(50%),veh/ln	2.2	1.4	0.0	0.0	4.5	4.8	0.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	4.6	0.0	0.0	14.9	16.9	0.0	0.0	23.6			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1152			945			422				
Approach Delay, s/veh		10.8			15.9			23.6				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	12.8	29.1		14.9		41.9			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	8.0	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	7.9	16.3		9.4		7.9			
Green Ext Time (p_c), s	0.3	7.7		0.4		3.8			

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	907	86	48	677	18	103	2	31	12	8	7
Future Volume (veh/h)	15	907	86	48	677	18	103	2	31	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1148	109	61	857	23	130	3	39	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	467	2221	211	334	2435	65	206	4	268	53	33	17
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3194	303	1734	3442	92	874	20	1543	73	192	95
Grp Volume(v), veh/h	19	621	636	61	431	449	133	0	39	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1767	1734	1730	1805	895	0	1543	361	0	0
Q Serve(g_s), s	0.4	22.2	22.3	1.3	12.6	12.6	0.0	0.0	2.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	22.2	22.3	1.3	12.6	12.6	20.1	0.0	2.8	20.5	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	467	1203	1228	334	1224	1277	210	0	268	102	0	0
V/C Ratio(X)	0.04	0.52	0.52	0.18	0.35	0.35	0.63	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	651	1203	1228	498	1224	1277	295	0	361	194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.78	0.78	0.78	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	9.4	9.4	7.4	7.4	7.4	52.7	0.0	45.6	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	1.5	0.2	0.6	0.6	3.1	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.4	8.6	0.5	4.6	4.8	4.4	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	10.9	10.9	7.6	8.0	8.0	55.9	0.0	45.8	48.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1276			941			172			34	
Approach Delay, s/veh		10.8			8.0			53.6			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	95.1		27.1	6.2	96.7		27.1
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.3	24.3		22.5	2.4	14.6		22.1
Green Ext Time (p_c), s	0.1	11.9		0.0	0.0	6.9		0.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	433	244	74	315	88	145	375	65	60	423	276
Future Volume (veh/h)	255	433	244	74	315	88	145	375	65	60	423	276
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	307	522	294	89	380	106	175	452	78	72	510	333
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	315	907	510	112	825	227	202	918	158	92	856	382
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1734	2136	1200	1734	2680	739	1734	2953	507	1734	3460	1543
Grp Volume(v), veh/h	307	423	393	89	244	242	175	264	266	72	510	333
Grp Sat Flow(s),veh/h/ln	1734	1730	1605	1734	1730	1688	1734	1730	1730	1734	1730	1543
Q Serve(g_s), s	21.1	22.3	22.4	6.1	15.9	16.2	11.9	14.9	15.0	4.9	15.6	24.8
Cycle Q Clear(g_c), s	21.1	22.3	22.4	6.1	15.9	16.2	11.9	14.9	15.0	4.9	15.6	24.8
Prop In Lane	1.00		0.75	1.00		0.44	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	315	735	682	112	533	520	202	538	538	92	856	382
V/C Ratio(X)	0.97	0.58	0.58	0.79	0.46	0.47	0.87	0.49	0.50	0.79	0.60	0.87
Avail Cap(c_a), veh/h	315	735	682	243	533	520	272	538	538	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.97	0.97	0.97	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	26.3	26.3	57.9	44.5	44.6	52.1	33.6	33.7	56.2	39.9	43.3
Incr Delay (d2), s/veh	39.6	2.8	3.0	4.6	2.7	2.9	12.9	0.8	0.8	5.5	1.1	17.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	9.7	9.1	2.9	7.8	7.8	5.9	6.4	6.4	2.3	6.8	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.5	29.0	29.3	62.5	47.2	47.5	65.0	34.4	34.5	61.6	41.0	61.1
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1123			575			705			915	
Approach Delay, s/veh		45.4			49.7			42.0			49.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.6	18.2	34.3	26.0	41.5	10.5	41.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.1	24.4	13.9	26.8	23.1	18.2	6.9	17.0
Green Ext Time (p_c), s	0.1	4.8	0.1	2.8	0.0	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	493	35	34	425	49	21	81	39	11	81	50
Future Volume (veh/h)	33	493	35	34	425	49	21	81	39	11	81	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	44	657	47	45	567	65	28	108	52	15	108	67
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	2351	168	57	2248	257	56	138	61	42	140	81
Arrive On Green	0.06	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3275	234	1734	3129	358	162	1020	452	74	1034	603
Grp Volume(v), veh/h	44	347	357	45	313	319	188	0	0	190	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1779	1734	1730	1757	1634	0	0	1711	0	0
Q Serve(g_s), s	3.0	0.0	0.0	3.1	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	3.1	0.0	0.0	13.5	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.20	0.15		0.28	0.08		0.35
Lane Grp Cap(c), veh/h	56	1242	1277	57	1243	1262	255	0	0	263	0	0
V/C Ratio(X)	0.78	0.28	0.28	0.78	0.25	0.25	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1242	1277	228	1243	1262	393	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.7	0.0	0.0	55.6	0.0	0.0	50.6	0.0	0.0	50.5	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.4	0.4	18.8	0.4	0.4	4.1	0.0	0.0	3.7	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	1.5	0.2	0.2	1.6	0.2	0.2	5.8	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	0.4	0.4	74.4	0.4	0.4	54.7	0.0	0.0	54.2	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		748			677			188			190	
Approach Delay, s/veh		4.7			5.4			54.7			54.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	91.0		20.8	8.1	91.1		20.8
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.1	2.0		14.9	5.0	2.0		15.5
Green Ext Time (p_c), s	0.0	5.1		0.8	0.0	4.5		0.7

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	398	87	108	351	118	108	585	81	124	597	72
Future Volume (veh/h)	84	398	87	108	351	118	108	585	81	124	597	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	93	442	97	120	390	131	120	650	90	138	663	80
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	1264	275	418	1167	387	146	771	107	164	912	407
Arrive On Green	0.01	0.15	0.15	0.05	0.46	0.46	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	1734	2825	615	1734	2552	847	1734	3053	422	1734	3460	1543
Grp Volume(v), veh/h	93	269	270	120	263	258	120	368	372	138	663	80
Grp Sat Flow(s),veh/h/ln	1734	1730	1710	1734	1730	1669	1734	1730	1745	1734	1730	1543
Q Serve(g_s), s	3.4	16.8	17.0	4.5	11.7	11.9	8.2	24.2	24.3	9.4	20.9	4.8
Cycle Q Clear(g_c), s	3.4	16.8	17.0	4.5	11.7	11.9	8.2	24.2	24.3	9.4	20.9	4.8
Prop In Lane	1.00		0.36	1.00		0.51	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	451	774	765	418	791	763	146	437	441	164	912	407
V/C Ratio(X)	0.21	0.35	0.35	0.29	0.33	0.34	0.82	0.84	0.84	0.84	0.73	0.20
Avail Cap(c_a), veh/h	589	774	765	539	791	763	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	35.4	35.5	17.5	20.8	20.9	54.1	42.6	42.6	53.4	40.3	34.3
Incr Delay (d2), s/veh	0.1	1.2	1.2	0.1	1.1	1.2	4.4	10.3	10.4	5.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	8.1	8.1	1.8	5.0	4.9	3.7	11.5	11.7	4.3	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	36.6	36.7	17.6	22.0	22.1	58.5	52.9	53.0	58.5	42.5	34.6
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		632			641			860			881	
Approach Delay, s/veh		33.9			21.2			53.7			44.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	58.6	14.3	36.5	9.5	59.8	15.6	35.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.5	19.0	10.2	22.9	5.4	13.9	11.4	26.3
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	187	28	32	83	5	81	6	24	34	301	284	10
Future Vol, veh/h	187	28	32	83	5	81	6	24	34	301	284	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	205	31	35	91	5	89	7	26	37	331	312	11
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	14.1	11.3	10.4	17.8
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	97%	0%	100%	0%
Vol Thru, %	0%	41%	0%	47%	3%	3%	0%	97%
Vol Right, %	0%	59%	0%	53%	0%	97%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	58	187	60	86	84	301	294
LT Vol	6	0	187	0	83	0	301	0
Through Vol	0	24	0	28	3	3	0	284
RT Vol	0	34	0	32	0	81	0	10
Lane Flow Rate	7	64	205	66	94	92	331	323
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.014	0.118	0.421	0.119	0.197	0.162	0.612	0.55
Departure Headway (Hd)	7.618	6.687	7.373	6.485	7.544	6.356	6.659	6.129
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	533	487	551	474	562	542	588
Service Time	5.403	4.47	5.14	4.251	5.316	4.127	4.412	3.881
HCM Lane V/C Ratio	0.015	0.12	0.421	0.12	0.198	0.164	0.611	0.549
HCM Control Delay	10.5	10.4	15.4	10.1	12.2	10.4	19.4	16.2
HCM Lane LOS	B	B	C	B	B	B	C	C
HCM 95th-tile Q	0	0.4	2.1	0.4	0.7	0.6	4.1	3.3

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	344	145	114	102	19
Future Vol, veh/h	31	344	145	114	102	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	405	171	134	120	22
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	10.8	9.4	10.3
HCM LOS	B	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	21%	0%	0%	0%	84%
Vol Thru, %	79%	100%	100%	30%	0%
Vol Right, %	0%	0%	0%	70%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	229	97	162	121
LT Vol	31	0	0	0	102
Through Vol	115	229	97	48	0
RT Vol	0	0	0	114	19
Lane Flow Rate	171	270	114	191	142
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.254	0.391	0.17	0.259	0.221
Departure Headway (Hd)	5.328	5.221	5.381	4.885	5.584
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	670	685	662	730	639
Service Time	3.092	2.984	3.149	2.653	3.657
HCM Lane V/C Ratio	0.255	0.394	0.172	0.262	0.222
HCM Control Delay	9.9	11.3	9.3	9.4	10.3
HCM Lane LOS	A	B	A	A	B
HCM 95th-tile Q	1	1.9	0.6	1	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	155	190	83	156	34	89	463	86	40	567	45
Future Volume (veh/h)	49	155	190	83	156	34	89	463	86	40	567	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	54	170	209	91	171	37	98	509	95	44	623	49
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	70	864	771	114	1491	315	121	779	145	56	747	59
Arrive On Green	0.04	0.50	0.50	0.07	0.52	0.52	0.07	0.27	0.27	0.03	0.23	0.23
Sat Flow, veh/h	1734	1730	1543	1734	2842	601	1734	2913	541	1734	3250	255
Grp Volume(v), veh/h	54	170	209	91	103	105	98	301	303	44	331	341
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1713	1734	1730	1724	1734	1730	1775
Q Serve(g_s), s	4.0	7.1	10.2	6.7	3.9	4.1	7.2	20.1	20.3	3.3	23.7	23.8
Cycle Q Clear(g_c), s	4.0	7.1	10.2	6.7	3.9	4.1	7.2	20.1	20.3	3.3	23.7	23.8
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.31	1.00		0.14
Lane Grp Cap(c), veh/h	70	864	771	114	908	899	121	462	461	56	398	408
V/C Ratio(X)	0.78	0.20	0.27	0.80	0.11	0.12	0.81	0.65	0.66	0.78	0.83	0.83
Avail Cap(c_a), veh/h	237	864	771	237	908	899	237	631	629	211	604	620
HCM Platoon Ratio	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.8	18.1	18.8	59.9	15.6	15.6	59.6	42.3	42.3	62.4	47.7	47.7
Incr Delay (d2), s/veh	16.7	0.5	0.9	12.1	0.3	0.3	9.8	1.3	1.3	15.2	4.5	4.5
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	2.1	3.0	3.9	3.3	1.6	1.7	3.5	8.8	8.8	1.7	10.7	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	18.6	19.7	72.1	15.9	15.9	69.4	43.5	43.6	77.6	52.2	52.2
LnGrp LOS	E	B	B	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		433			299			702			716	
Approach Delay, s/veh		26.6			33.0			47.2			53.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	69.5	13.3	34.5	9.4	72.8	8.4	39.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	8.7	12.2	9.2	25.8	6.0	6.1	5.3	22.3
Green Ext Time (p_c), s	0.1	2.2	0.1	4.1	0.1	1.2	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	62	417	0
Future Vol, veh/h	0	0	0	62	417	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	69	463	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	532	463	463	0	-	0
Stage 1	463	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	508	599	1098	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	508	599	1098	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	954	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1098	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	158	4	18	51	17	1	25	32	156	224	40
Future Volume (veh/h)	0	158	4	18	51	17	1	25	32	156	224	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	174	4	20	56	19	1	27	35	171	246	44
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	601	14	314	900	314	132	141	183	310	294	53
Arrive On Green	0.00	0.17	0.17	0.44	0.44	0.44	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	0	3549	79	714	2049	714	1089	720	933	1340	1504	269
Grp Volume(v), veh/h	0	87	91	50	0	45	1	0	62	171	0	290
Grp Sat Flow(s),veh/h/ln	0	1730	1807	1785	0	1693	1089	0	1653	1340	0	1773
Q Serve(g_s), s	0.0	3.5	3.5	1.3	0.0	1.2	0.1	0.0	2.5	9.8	0.0	12.6
Cycle Q Clear(g_c), s	0.0	3.5	3.5	1.3	0.0	1.2	12.7	0.0	2.5	12.3	0.0	12.6
Prop In Lane	0.00		0.04	0.40		0.42	1.00		0.56	1.00		0.15
Lane Grp Cap(c), veh/h	0	301	314	784	0	744	132	0	323	310	0	347
V/C Ratio(X)	0.00	0.29	0.29	0.06	0.00	0.06	0.01	0.00	0.19	0.55	0.00	0.84
Avail Cap(c_a), veh/h	0	301	314	784	0	744	258	0	515	465	0	552
HCM Platoon Ratio	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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	28.8	12.9	0.0	12.9	37.0	0.0	26.9	32.0	0.0	30.9
Incr Delay (d2), s/veh	0.0	2.4	2.3	0.2	0.0	0.2	0.0	0.0	0.1	0.6	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.7	0.5	0.0	0.5	0.0	0.0	1.0	3.1	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.2	31.1	13.1	0.0	13.1	37.0	0.0	27.0	32.6	0.0	34.2
LnGrp LOS	A	C	C	B	A	B	D	A	C	C	A	C
Approach Vol, veh/h		178			95			63			461	
Approach Delay, s/veh		31.1			13.1			27.2			33.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.2		20.8		19.0		20.8				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		3.3		14.6		5.5		14.7				
Green Ext Time (p_c), s		0.3		1.1		0.4		0.1				

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	221	130	367	51	0	0	0	0	376	1	35
Future Volume (veh/h)	0	221	130	367	51	0	0	0	0	376	1	35
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	251	148	417	58	0				440	0	27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1786	832	379	2457	0				563	0	250
Arrive On Green	0.00	0.54	0.54	0.11	0.71	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3478	1543	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	251	148	417	58	0				440	0	27
Grp Sat Flow(s),veh/h/ln	0	1657	1543	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.0	3.9	9.0	0.4	0.0				9.7	0.0	1.2
Cycle Q Clear(g_c), s	0.0	3.0	3.9	9.0	0.4	0.0				9.7	0.0	1.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1786	832	379	2457	0				563	0	250
V/C Ratio(X)	0.00	0.14	0.18	1.10	0.02	0.00				0.78	0.00	0.11
Avail Cap(c_a), veh/h	0	1786	832	379	2457	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.75	0.75	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	9.4	35.5	3.4	0.0				32.1	0.0	28.6
Incr Delay (d2), s/veh	0.0	0.1	0.4	70.7	0.0	0.0				2.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.3	7.3	0.1	0.0				4.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.3	9.8	106.2	3.4	0.0				34.6	0.0	28.8
LnGrp LOS	A	A	A	F	A	A				C	A	C
Approach Vol, veh/h		399			475						467	
Approach Delay, s/veh		9.5			93.7						34.2	
Approach LOS		A			F						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.9	18.1	13.7	48.2
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	2.4	11.7	11.0	5.9
Green Ext Time (p_c), s	0.2	1.2	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	467	0	0	397	451	15	1	366	0	0	0
Future Volume (veh/h)	135	467	0	0	397	451	15	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	142	492	0	0	418	475	11	0	391			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	313	2048	0	0	681	607	311	0	553			
Arrive On Green	0.09	0.59	0.00	0.00	0.39	0.39	0.18	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	1734	0	3087			
Grp Volume(v), veh/h	142	492	0	0	418	475	11	0	391			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1734	0	1543			
Q Serve(g_s), s	1.8	3.0	0.0	0.0	8.6	12.0	0.2	0.0	5.3			
Cycle Q Clear(g_c), s	1.8	3.0	0.0	0.0	8.6	12.0	0.2	0.0	5.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	313	2048	0	0	681	607	311	0	553			
V/C Ratio(X)	0.45	0.24	0.00	0.00	0.61	0.78	0.04	0.00	0.71			
Avail Cap(c_a), veh/h	378	2859	0	0	1053	939	701	0	1248			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	19.1	4.3	0.0	0.0	10.8	11.8	15.1	0.0	17.2			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.3	1.0	0.0	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			
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.0	0.0	2.6	3.3	0.1	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	4.3	0.0	0.0	11.1	12.8	15.1	0.0	17.8			
LnGrp LOS	B	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		634			893			402				
Approach Delay, s/veh		7.7			12.0			17.7				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	8.8	22.6		13.1		31.5			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	3.8	14.0		7.3		5.0			
Green Ext Time (p_c), s	0.0	3.5		0.7		2.3			

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	652	11	19	770	48	23	4	21	68	8	128
Future Volume (veh/h)	90	652	11	19	770	48	23	4	21	68	8	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	741	12	22	875	55	26	5	24	77	9	145
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2368	38	30	2063	130	51	8	39	210	11	177
Arrive On Green	0.07	0.68	0.68	0.03	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3485	56	1734	3306	208	1734	273	1312	1734	91	1466
Grp Volume(v), veh/h	102	368	385	22	458	472	26	0	29	77	0	154
Grp Sat Flow(s),veh/h/ln	1734	1730	1811	1734	1730	1784	1734	0	1585	1734	0	1557
Q Serve(g_s), s	7.0	10.4	10.4	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Cycle Q Clear(g_c), s	7.0	10.4	10.4	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Prop In Lane	1.00		0.03	1.00		0.12	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	126	1176	1231	30	1080	1113	51	0	47	210	0	188
V/C Ratio(X)	0.81	0.31	0.31	0.73	0.42	0.42	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1176	1231	214	1080	1113	150	0	137	410	0	369
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	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	7.8	7.8	57.6	0.0	0.0	57.4	0.0	57.6	48.5	0.0	51.4
Incr Delay (d2), s/veh	10.9	0.7	0.6	27.4	1.2	1.1	7.5	0.0	12.5	1.1	0.0	8.4
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	3.4	3.9	4.0	0.9	0.3	0.3	0.9	0.0	1.0	2.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	8.5	8.5	85.0	1.2	1.1	64.9	0.0	70.0	49.6	0.0	59.8
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		855			952			55			231	
Approach Delay, s/veh		15.3			3.1			67.6			56.4	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	86.4		19.1	12.9	79.8		8.2
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	3.5	12.4		13.6	9.0	2.0		4.2
Green Ext Time (p_c), s	0.0	5.4		0.9	0.1	7.4		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	704	28	12	698	47	10	3	13	23	5	30
Future Volume (veh/h)	31	704	28	12	698	47	10	3	13	23	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	35	800	32	14	793	53	11	3	15	26	6	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	931	37	857	2466	165	13	4	18	33	8	44
Arrive On Green	0.05	0.55	0.55	0.49	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3391	136	1734	3292	220	621	169	847	645	149	843
Grp Volume(v), veh/h	35	408	424	14	417	429	29	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1797	1734	1730	1782	1638	0	0	1637	0	0
Q Serve(g_s), s	2.4	24.2	24.2	0.5	9.5	9.6	2.1	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	24.2	24.2	0.5	9.5	9.6	2.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.12	0.38		0.52	0.39		0.52
Lane Grp Cap(c), veh/h	44	475	493	857	1296	1335	35	0	0	84	0	0
V/C Ratio(X)	0.80	0.86	0.86	0.02	0.32	0.32	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	720	857	1296	1335	142	0	0	387	0	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	0.88	0.88	0.88	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	25.1	25.1	15.5	5.0	5.0	58.5	0.0	0.0	56.2	0.0	0.0
Incr Delay (d2), s/veh	11.0	17.3	16.8	0.0	0.6	0.6	16.5	0.0	0.0	5.8	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	1.2	9.4	9.7	0.2	3.2	3.3	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	42.3	41.8	15.5	5.5	5.5	75.0	0.0	0.0	62.0	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		867			860			29			66	
Approach Delay, s/veh		43.1			5.7			75.0			62.0	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.2	37.8		10.8	7.2	94.8		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	4.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	2.5	26.2		6.8	4.4	11.6		4.1
Green Ext Time (p_c), s	0.0	6.8		0.2	0.0	8.1		0.0

Intersection Summary		
HCM 6th Ctrl Delay		26.6
HCM 6th LOS		C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	422	185	223	516	80	219	453	164	131	562	109
Future Volume (veh/h)	119	422	185	223	516	80	219	453	164	131	562	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	134	474	208	251	580	90	246	509	184	147	631	122
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	190	1599	713	307	1492	231	302	860	525	203	759	425
Arrive On Green	0.06	0.46	0.46	0.18	0.99	0.99	0.18	0.50	0.50	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3003	465	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	134	474	208	251	334	336	246	509	184	147	631	122
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1737	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.1	11.1	10.9	9.3	0.2	0.2	9.1	13.6	9.0	5.6	22.6	8.1
Cycle Q Clear(g_c), s	5.1	11.1	10.9	9.3	0.2	0.2	9.1	13.6	9.0	5.6	22.6	8.1
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	1599	713	307	860	863	302	860	525	203	759	425
V/C Ratio(X)	0.71	0.30	0.29	0.82	0.39	0.39	0.81	0.59	0.35	0.72	0.83	0.29
Avail Cap(c_a), veh/h	512	1599	713	512	860	863	512	1049	609	461	995	531
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.89	0.89	0.89	0.85	0.85	0.85	0.57	0.57	0.57
Uniform Delay (d), s/veh	60.3	21.8	21.7	52.1	0.2	0.2	52.3	28.0	20.9	60.0	48.5	37.0
Incr Delay (d2), s/veh	4.5	0.4	1.0	4.8	1.2	1.2	4.6	0.6	0.3	2.8	2.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.6	4.2	3.8	0.3	0.3	3.8	4.6	2.9	2.5	10.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	22.2	22.7	56.9	1.4	1.4	56.9	28.5	21.3	62.8	51.2	37.2
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		816			921			939			900	
Approach Delay, s/veh		29.4			16.5			34.5			51.2	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	65.0	15.9	33.1	11.5	69.5	12.0	36.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.3	13.1	11.1	24.6	7.1	2.2	7.6	15.6
Green Ext Time (p_c), s	0.5	3.9	0.5	3.9	0.3	4.7	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	529	43	94	706	62	60	35	107	106	47	86
Future Volume (veh/h)	39	529	43	94	706	62	60	35	107	106	47	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	661	54	118	882	78	75	44	134	132	59	108
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2032	907	140	2033	180	95	189	160	157	253	214
Arrive On Green	0.07	1.00	1.00	0.16	1.00	1.00	0.06	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3216	284	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	49	661	54	118	475	485	75	44	134	132	59	108
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	2032	907	140	1094	1119	95	189	160	157	253	214
V/C Ratio(X)	0.78	0.33	0.06	0.84	0.43	0.43	0.79	0.23	0.84	0.84	0.23	0.50
Avail Cap(c_a), veh/h	251	2032	907	251	1094	1119	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	53.7	0.0	0.0	60.7	53.5	57.2	58.2	49.8	51.8
Incr Delay (d2), s/veh	7.4	0.4	0.1	4.1	1.0	1.0	13.1	0.6	11.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.6	0.3	0.3	2.8	1.4	4.8	4.5	1.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.4	0.1	57.8	1.0	1.0	73.8	54.1	68.4	62.8	50.3	53.6
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		764			1078			253			299	
Approach Delay, s/veh		4.7			7.2			67.5			57.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	81.3	11.4	22.7	8.9	87.1	15.9	18.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.6	2.0	7.6	10.4	5.6	2.0	11.7	13.1
Green Ext Time (p_c), s	0.1	6.8	0.1	0.5	0.0	9.8	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	531	109	97	618	139	102	440	62	135	680	174
Future Volume (veh/h)	136	531	109	97	618	139	102	440	62	135	680	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	584	120	107	679	153	112	484	68	148	747	191
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	202	1386	284	159	1324	298	137	694	97	174	862	385
Arrive On Green	0.12	0.97	0.97	0.05	0.47	0.47	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2860	586	3365	2806	632	1734	3048	426	1734	3460	1543
Grp Volume(v), veh/h	149	353	351	107	418	414	112	274	278	148	747	191
Grp Sat Flow(s),veh/h/ln	1682	1730	1716	1682	1730	1707	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.6	1.4	1.4	4.1	21.9	21.9	8.3	18.9	19.1	10.9	26.9	13.8
Cycle Q Clear(g_c), s	5.6	1.4	1.4	4.1	21.9	21.9	8.3	18.9	19.1	10.9	26.9	13.8
Prop In Lane	1.00		0.34	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	202	839	832	159	816	806	137	394	397	174	862	385
V/C Ratio(X)	0.74	0.42	0.42	0.67	0.51	0.51	0.82	0.69	0.70	0.85	0.87	0.50
Avail Cap(c_a), veh/h	461	839	832	461	816	806	251	494	498	251	987	440
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	1.0	1.0	60.9	23.9	23.9	59.0	46.1	46.1	57.5	46.7	41.8
Incr Delay (d2), s/veh	4.7	1.4	1.4	4.9	2.3	2.3	11.4	3.1	3.2	17.0	7.4	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	2.4	0.7	0.7	1.8	9.3	9.2	4.0	8.4	8.6	5.6	12.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	2.4	2.5	65.8	26.2	26.2	70.4	49.1	49.3	74.5	54.2	42.8
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		853			939			664			1086	
Approach Delay, s/veh		12.7			30.7			52.8			54.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	67.9	14.4	37.3	12.0	66.3	17.2	34.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.1	3.4	10.3	28.9	7.6	23.9	12.9	21.1
Green Ext Time (p_c), s	0.2	4.8	0.1	3.5	0.3	4.5	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	98	16	72	45	13	35
Future Vol, veh/h	98	16	72	45	13	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	17	78	49	14	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	124	0	297	62
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1461	-	670	990
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1461	-	634	990
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	634	990	-	-	1461	-
HCM Lane V/C Ratio	0.022	0.038	-	-	0.054	-
HCM Control Delay (s)	10.8	8.8	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	187	33	70	123	28	21	30	101	118	157	14
Future Vol, veh/h	9	187	33	70	123	28	21	30	101	118	157	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	189	33	71	124	28	21	30	102	119	159	14
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	11	10.6	10.7	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	23%	0%	100%	65%	0%	100%	59%	0%	92%
Vol Right, %	0%	77%	0%	0%	35%	0%	0%	41%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	131	9	125	95	70	82	69	118	171
LT Vol	21	0	9	0	0	70	0	0	118	0
Through Vol	0	30	0	125	62	0	82	41	0	157
RT Vol	0	101	0	0	33	0	0	28	0	14
Lane Flow Rate	21	132	9	126	96	71	83	70	119	173
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.043	0.227	0.018	0.232	0.171	0.14	0.153	0.123	0.227	0.303
Departure Headway (Hd)	7.224	6.18	7.13	6.622	6.376	7.145	6.637	6.348	6.868	6.31
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	578	500	540	560	500	538	562	521	568
Service Time	4.995	3.95	4.897	4.389	4.143	4.912	4.404	4.115	4.632	4.073
HCM Lane V/C Ratio	0.043	0.228	0.018	0.233	0.171	0.142	0.154	0.125	0.228	0.305
HCM Control Delay	10.3	10.8	10	11.4	10.5	11.1	10.6	10	11.7	11.8
HCM Lane LOS	B	B	A	B	B	B	B	A	B	B
HCM 95th-tile Q	0.1	0.9	0.1	0.9	0.6	0.5	0.5	0.4	0.9	1.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	307	121	274	144	0	0	0	0	487	2	63
Future Volume (veh/h)	0	307	121	274	144	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	334	132	298	157	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	794	296	174	1506	0				561	2	501
Arrive On Green	0.00	0.22	0.22	0.10	0.44	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3730	1330	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	309	157	298	157	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1582	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	4.1	4.4	5.1	1.4	0.0				15.1	0.0	1.6
Cycle Q Clear(g_c), s	0.0	4.1	4.4	5.1	1.4	0.0				15.1	0.0	1.6
Prop In Lane	0.00		0.84	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	738	352	174	1506	0				563	0	501
V/C Ratio(X)	0.00	0.42	0.45	1.71	0.10	0.00				0.94	0.00	0.14
Avail Cap(c_a), veh/h	0	1990	950	174	2813	0				563	0	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.9	17.0	22.9	8.5	0.0				16.7	0.0	12.1
Incr Delay (d2), s/veh	0.0	0.7	1.5	343.5	0.1	0.0				24.5	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
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.6	18.5	0.4	0.0				8.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.6	18.6	366.3	8.5	0.0				41.2	0.0	12.2
LnGrp LOS	A	B	B	F	A	A				D	A	B
Approach Vol, veh/h		466			455						599	
Approach Delay, s/veh		17.9			242.9						37.9	
Approach LOS		B			F						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		28.2		22.6	10.8	17.4						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		41.3		16.5	* 5.1	30.5						
Max Q Clear Time (g_c+I1), s		3.4		17.1	7.1	6.4						
Green Ext Time (p_c), s		1.7		0.0	0.0	5.0						

Intersection Summary		
HCM 6th Ctrl Delay		93.1
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	658	0	0	351	360	64	2	245	0	0	0
Future Volume (veh/h)	130	658	0	0	351	360	64	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	143	723	0	0	386	396	70	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	164	1951	0	0	629	561	355	10	324			
Arrive On Green	0.09	0.56	0.00	0.00	0.36	0.36	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1688	48	1543			
Grp Volume(v), veh/h	143	723	0	0	386	396	72	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1737	0	1543			
Q Serve(g_s), s	4.4	6.2	0.0	0.0	9.9	11.8	1.8	0.0	9.0			
Cycle Q Clear(g_c), s	4.4	6.2	0.0	0.0	9.9	11.8	1.8	0.0	9.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	164	1951	0	0	629	561	365	0	324			
V/C Ratio(X)	0.87	0.37	0.00	0.00	0.61	0.71	0.20	0.00	0.83			
Avail Cap(c_a), veh/h	164	2330	0	0	818	730	532	0	472			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.1	6.5	0.0	0.0	14.1	14.7	17.6	0.0	20.4			
Incr Delay (d2), s/veh	35.3	0.2	0.0	0.0	1.7	3.2	0.1	0.0	5.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	1.7	0.0	0.0	3.6	4.0	0.7	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	6.7	0.0	0.0	15.7	17.9	17.6	0.0	25.7			
LnGrp LOS	E	A	A	A	B	B	B	A	C			
Approach Vol, veh/h		866			782			341				
Approach Delay, s/veh		15.4			16.8			24.0				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	25.7		17.4		36.5			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.4	13.8		11.0		8.2			
Green Ext Time (p_c), s	0.0	5.7		0.4		8.9			

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	663	34	20	531	15	46	6	14	9	10	43
Future Vol, veh/h	29	663	34	20	531	15	46	6	14	9	10	43
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	691	35	21	553	16	48	6	15	9	10	45
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	16.6	14.1	10.8	10.3
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	8%	0%	7%	0%	15%
Vol Thru, %	9%	92%	91%	93%	95%	16%
Vol Right, %	21%	0%	9%	0%	5%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	361	366	286	281	62
LT Vol	46	29	0	20	0	9
Through Vol	6	332	332	266	266	10
RT Vol	14	0	34	0	15	43
Lane Flow Rate	69	376	381	297	292	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.129	0.601	0.598	0.491	0.477	0.115
Departure Headway (Hd)	6.779	5.763	5.657	5.948	5.875	6.4
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	529	627	640	607	614	559
Service Time	4.824	3.497	3.39	3.688	3.614	4.445
HCM Lane V/C Ratio	0.13	0.6	0.595	0.489	0.476	0.116
HCM Control Delay	10.8	16.8	16.5	14.3	13.9	10.3
HCM Lane LOS	B	C	C	B	B	B
HCM 95th-tile Q	0.4	4	4	2.7	2.6	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	382	184	71	327	46	115	588	75	51	709	154
Future Volume (veh/h)	125	382	184	71	327	46	115	588	75	51	709	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	140	429	207	80	367	52	129	661	84	57	797	173
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	165	492	235	101	547	77	154	1007	128	452	1734	773
Arrive On Green	0.10	0.22	0.22	0.06	0.18	0.18	0.09	0.33	0.33	0.17	0.34	0.34
Sat Flow, veh/h	1734	2271	1085	1734	3046	428	1734	3089	392	1734	3460	1543
Grp Volume(v), veh/h	140	326	310	80	207	212	129	370	375	57	797	173
Grp Sat Flow(s),veh/h/ln	1734	1730	1626	1734	1730	1744	1734	1730	1751	1734	1730	1543
Q Serve(g_s), s	10.3	23.6	24.0	5.9	14.5	14.7	9.5	23.8	23.9	3.6	23.5	10.5
Cycle Q Clear(g_c), s	10.3	23.6	24.0	5.9	14.5	14.7	9.5	23.8	23.9	3.6	23.5	10.5
Prop In Lane	1.00		0.67	1.00		0.25	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	165	375	352	101	310	313	154	564	571	452	1734	773
V/C Ratio(X)	0.85	0.87	0.88	0.80	0.67	0.68	0.84	0.66	0.66	0.13	0.46	0.22
Avail Cap(c_a), veh/h	278	431	405	278	431	435	558	564	571	452	1734	773
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.9	49.2	49.3	60.5	49.7	49.8	58.3	37.5	37.6	41.1	29.4	25.0
Incr Delay (d2), s/veh	5.1	15.6	18.0	5.3	2.5	2.6	4.5	5.9	5.8	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	11.8	11.5	2.8	6.5	6.7	4.4	11.0	11.2	1.6	10.5	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	64.8	67.3	65.7	52.2	52.4	62.8	43.4	43.4	41.2	30.0	25.5
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		776			499			874			1027	
Approach Delay, s/veh		65.4			54.4			46.2			29.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	32.7	15.8	69.7	16.6	27.9	38.5	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 7.5	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	7.9	26.0	11.5	25.5	12.3	16.7	5.6	25.9
Green Ext Time (p_c), s	0.1	2.1	0.2	0.0	0.1	2.2	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	139.3
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	53	39	783	91	134
Future Vol, veh/h	357	53	39	783	91	134
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	56	41	833	97	143
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	32	226.8	14.9
HCM LOS	D	F	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	783	357	27	27	91	134
LT Vol	0	0	357	0	0	91	0
Through Vol	39	0	0	0	0	0	134
RT Vol	0	783	0	27	27	0	0
Lane Flow Rate	41	833	380	28	28	97	143
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.081	1.467	0.785	0.049	0.035	0.223	0.309
Departure Headway (Hd)	7.051	6.339	8.337	7.108	5.332	9.171	8.652
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	510	583	437	507	675	394	418
Service Time	4.765	4.053	6.037	4.808	3.032	6.871	6.352
HCM Lane V/C Ratio	0.08	1.429	0.87	0.055	0.041	0.246	0.342
HCM Control Delay	10.4	237.6	35.4	10.2	8.2	14.5	15.2
HCM Lane LOS	B	F	E	B	A	B	C
HCM 95th-tile Q	0.3	40.7	6.9	0.2	0.1	0.8	1.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	549	321	255	339	8	67	5	232	3	7	6
Future Volume (veh/h)	4	549	321	255	339	8	67	5	232	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	773	452	359	477	11	94	7	327	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1143	510	276	1665	38	468	30	397	116	228	151
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3457	80	1313	118	1543	141	885	586
Grp Volume(v), veh/h	6	773	452	359	238	250	101	0	327	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1807	1431	0	1543	1612	0	0
Q Serve(g_s), s	0.2	10.3	14.8	8.5	4.4	4.4	2.4	0.0	10.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	10.3	14.8	8.5	4.4	4.4	2.9	0.0	10.6	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.93		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1143	510	276	833	870	498	0	397	494	0	0
V/C Ratio(X)	0.43	0.68	0.89	1.30	0.29	0.29	0.20	0.00	0.82	0.04	0.00	0.00
Avail Cap(c_a), veh/h	195	1168	521	276	833	870	665	0	579	673	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	15.4	16.9	22.4	8.3	8.3	15.8	0.0	18.7	14.9	0.0	0.0
Incr Delay (d2), s/veh	20.0	1.5	16.5	158.4	0.2	0.2	0.2	0.0	6.2	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	0.1	3.8	6.8	15.3	1.4	1.4	0.9	0.0	4.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	16.9	33.5	180.8	8.5	8.5	15.9	0.0	24.9	14.9	0.0	0.0
LnGrp LOS	D	B	C	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1231			847			428			22	
Approach Delay, s/veh		23.1			81.5			22.8			14.9	
Approach LOS		C			F			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.2	13.0	22.1	18.2	4.9	30.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	12.6	10.5	16.8	2.5	2.2	6.4
Green Ext Time (p_c), s	1.1	0.0	0.8	0.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	16	5	62	40	0	4	0	184	278	370	25
Future Volume (veh/h)	0	16	5	62	40	0	4	0	184	278	370	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	18	6	70	45	0	4	0	207	312	416	28
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	300	134	300	315	0	0	0	0	600	584	39
Arrive On Green	0.00	0.09	0.09	0.17	0.17	0.00	0.00	0.00	0.00	0.35	0.35	0.35
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1687	114
Grp Volume(v), veh/h	0	18	6	70	45	0		0.0		312	0	444
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1801
Q Serve(g_s), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Cycle Q Clear(g_c), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.06
Lane Grp Cap(c), veh/h	0	300	134	300	315	0				600	0	623
V/C Ratio(X)	0.00	0.06	0.04	0.23	0.14	0.00				0.52	0.00	0.71
Avail Cap(c_a), veh/h	0	2386	1064	980	1029	0				1340	0	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.2	18.1	15.5	15.2	0.0				11.3	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.1	0.0				0.3	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
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.5	0.3	0.0				1.9	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.2	15.6	15.3	0.0				11.6	0.0	12.9
LnGrp LOS	A	B	B	B	B	A				B	A	B
Approach Vol, veh/h		24			115						756	
Approach Delay, s/veh		18.2			15.5						12.3	
Approach LOS		B			B						B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	8.9	21.5	13.0
Change Period (Y+Rc), s	5.1	6.5	5.5
Max Green Setting (Gmax), s	29.9	33.5	24.5
Max Q Clear Time (g_c+I1), s	2.2	11.3	3.5
Green Ext Time (p_c), s	0.0	2.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	322	0	0	382	568	12	365	459	0	0	0
Future Volume (veh/h)	150	322	0	0	382	568	12	365	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	174	374	0	0	444	660	14	496	486			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	262	1976	0	0	737	658	14	502	438			
Arrive On Green	0.08	0.57	0.00	0.00	0.43	0.43	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	50	1769	1543			
Grp Volume(v), veh/h	174	374	0	0	444	660	510	0	486			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1819	0	1543			
Q Serve(g_s), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Cycle Q Clear(g_c), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.03		1.00			
Lane Grp Cap(c), veh/h	262	1976	0	0	737	658	516	0	438			
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.60	1.00	0.99	0.00	1.11			
Avail Cap(c_a), veh/h	1453	1976	0	0	737	658	516	0	438			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.5	7.2	0.0	0.0	15.5	20.1	25.0	0.0	25.1			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	1.8	35.9	36.5	0.0	76.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	0.0	5.3	16.1	13.1	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	0.0	0.0	17.4	56.0	61.5	0.0	101.6			
LnGrp LOS	C	A	A	A	B	F	E	A	F			
Approach Vol, veh/h		548			1104			996				
Approach Delay, s/veh		15.3			40.5			81.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.2	35.0		25.0		45.2						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	5.5	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	5.5	31.9		21.9		5.6						
Green Ext Time (p_c), s	0.1	0.0		0.0		1.6						

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	663	41	64	718	7	139	4	41	15	6	8
Future Volume (veh/h)	9	663	41	64	718	7	139	4	41	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	839	52	81	909	9	176	5	52	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	2146	133	445	2351	23	260	6	320	63	27	17
Arrive On Green	0.01	0.65	0.65	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3309	205	1734	3510	35	966	27	1543	83	132	80
Grp Volume(v), veh/h	11	439	452	81	448	470	181	0	52	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1784	1734	1730	1815	993	0	1543	294	0	0
Q Serve(g_s), s	0.3	14.3	14.3	1.9	0.0	0.0	0.0	0.0	3.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.3	14.3	1.9	0.0	0.0	22.2	0.0	3.3	22.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	472	1122	1157	445	1159	1216	265	0	320	106	0	0
V/C Ratio(X)	0.02	0.39	0.39	0.18	0.39	0.39	0.68	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	755	1122	1157	691	1159	1216	271	0	327	113	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)	0.91	0.91	0.91	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	9.9	9.9	7.1	0.0	0.0	46.5	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	0.7	0.7	6.7	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	5.6	0.6	0.2	0.2	5.7	0.0	1.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	10.9	10.8	7.3	0.7	0.7	53.1	0.0	39.2	43.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		902			999			233			37	
Approach Delay, s/veh		10.8			1.3			50.0			43.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	82.5		29.5	5.4	85.1		29.5
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 2.1	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	3.9	16.3		24.9	2.3	2.0		24.2
Green Ext Time (p_c), s	0.2	6.9		0.0	0.0	7.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	238
Future Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	296	446	101	64	529	107	172	637	57	65	383	287
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	315	1318	296	82	963	194	199	926	83	83	767	342
Arrive On Green	0.36	0.94	0.94	0.02	0.11	0.11	0.11	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1734	2807	631	1734	2869	578	1734	3212	287	1734	3460	1543
Grp Volume(v), veh/h	296	274	273	64	318	318	172	343	351	65	383	287
Grp Sat Flow(s),veh/h/ln	1734	1730	1708	1734	1730	1717	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.2	4.4	11.6	21.3
Cycle Q Clear(g_c), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.2	4.4	11.6	21.3
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	813	802	82	580	576	199	499	510	83	767	342
V/C Ratio(X)	0.94	0.34	0.34	0.78	0.55	0.55	0.87	0.69	0.69	0.78	0.50	0.84
Avail Cap(c_a), veh/h	315	813	802	243	580	576	272	499	510	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	2.0	2.0	58.4	44.7	44.8	52.2	37.9	37.9	56.5	40.9	44.7
Incr Delay (d2), s/veh	33.1	1.0	1.1	5.5	3.5	3.6	9.3	2.5	2.5	5.9	0.7	13.2
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	9.8	0.7	0.7	2.1	10.3	10.3	5.6	9.3	9.5	2.1	5.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	3.0	3.1	63.9	48.2	48.4	61.5	40.4	40.4	62.4	41.6	57.9
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		843			700			866			735	
Approach Delay, s/veh		26.8			49.7			44.6			49.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	61.0	18.0	31.2	26.0	44.9	10.0	39.2
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.4	3.7	13.7	23.3	21.8	23.0	6.4	23.2
Green Ext Time (p_c), s	0.0	5.3	0.1	3.3	0.0	2.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Future Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	100	476	43	27	585	151	51	124	39	23	83	101
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	2241	202	34	1763	454	82	159	45	52	122	134
Arrive On Green	0.14	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3210	289	1734	2724	701	269	946	271	110	728	799
Grp Volume(v), veh/h	100	256	263	27	371	365	214	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1695	1486	0	0	1637	0	0
Q Serve(g_s), s	6.7	0.0	0.0	1.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.9	0.0	0.0	17.0	0.0	0.0	14.3	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	0.24		0.18	0.11		0.49
Lane Grp Cap(c), veh/h	123	1208	1235	34	1120	1097	287	0	0	308	0	0
V/C Ratio(X)	0.81	0.21	0.21	0.79	0.33	0.33	0.75	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	214	1208	1235	214	1120	1097	500	0	0	524	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	57.4	0.0	0.0	48.4	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.4	0.4	28.7	0.7	0.7	3.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.1	1.1	0.2	0.2	6.5	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.4	0.4	86.1	0.7	0.7	52.2	0.0	0.0	50.0	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		619			763			214			207	
Approach Delay, s/veh		10.4			3.7			52.2			50.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.7		24.7	12.7	82.6		24.7
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.3	8.7	2.0		19.0
Green Ext Time (p_c), s	0.0	3.5		1.2	0.1	5.5		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Future Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	89	300	77	133	456	84	139	768	71	158	676	84
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	1133	286	557	1256	230	166	855	79	185	963	429
Arrive On Green	0.09	0.83	0.83	0.06	0.43	0.43	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2736	691	1734	2920	535	1734	3202	296	1734	3460	1543
Grp Volume(v), veh/h	89	188	189	133	269	271	139	415	424	158	676	84
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1725	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Cycle Q Clear(g_c), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Prop In Lane	1.00		0.41	1.00		0.31	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	417	716	702	557	744	742	166	462	472	185	963	429
V/C Ratio(X)	0.21	0.26	0.27	0.24	0.36	0.37	0.84	0.90	0.90	0.85	0.70	0.20
Avail Cap(c_a), veh/h	583	716	702	694	744	742	315	492	502	315	983	439
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.3	6.3	18.0	23.1	23.1	53.4	42.4	42.4	52.7	38.8	33.1
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.1	1.4	1.4	4.3	18.7	18.5	4.4	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	1.1	2.1	5.4	5.5	4.3	14.2	14.4	4.9	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.2	7.2	18.1	24.4	24.5	57.6	61.1	60.9	57.1	41.2	33.3
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		466			673			978			918	
Approach Delay, s/veh		9.3			23.2			60.5			43.2	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	54.6	15.7	38.3	9.5	56.5	17.0	36.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 7	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.2	5.0	11.5	23.0	5.5	14.7	12.7	29.8
Green Ext Time (p_c), s	0.1	1.9	0.1	4.2	0.1	2.5	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	8	9	89	18	72	26	92	60	149	70	206
Future Vol, veh/h	9	8	9	89	18	72	26	92	60	149	70	206
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	10	98	20	79	29	101	66	164	77	226
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.4	10.2	10	11
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	91%	0%	100%	0%
Vol Thru, %	0%	61%	0%	47%	9%	11%	0%	25%
Vol Right, %	0%	39%	0%	53%	0%	89%	0%	75%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	152	9	17	98	81	149	276
LT Vol	26	0	9	0	89	0	149	0
Through Vol	0	92	0	8	9	9	0	70
RT Vol	0	60	0	9	0	72	0	206
Lane Flow Rate	29	167	10	19	108	89	164	303
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.05	0.255	0.019	0.032	0.2	0.138	0.268	0.409
Departure Headway (Hd)	6.274	5.49	7.027	6.142	6.67	5.581	5.886	4.857
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	656	511	585	541	645	604	731
Service Time	3.99	3.205	4.744	3.86	4.38	3.291	3.686	2.656
HCM Lane V/C Ratio	0.051	0.255	0.02	0.032	0.2	0.138	0.272	0.415
HCM Control Delay	9.3	10.1	9.9	9.1	11	9.2	10.9	11
HCM Lane LOS	A	B	A	A	B	A	B	B
HCM 95th-tile Q	0.2	1	0.1	0.1	0.7	0.5	1.1	2

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	199	167	95	85	22
Future Vol, veh/h	28	199	167	95	85	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	234	196	112	100	26
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.3	8.9	9.4
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	30%	0%	0%	0%	79%
Vol Thru, %	70%	100%	100%	37%	0%
Vol Right, %	0%	0%	0%	63%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	133	111	151	107
LT Vol	28	0	0	0	85
Through Vol	66	133	111	56	0
RT Vol	0	0	0	95	22
Lane Flow Rate	111	156	131	177	126
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.163	0.223	0.187	0.231	0.183
Departure Headway (Hd)	5.298	5.149	5.128	4.684	5.225
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	676	696	698	764	685
Service Time	3.041	2.891	2.868	2.424	3.272
HCM Lane V/C Ratio	0.164	0.224	0.188	0.232	0.184
HCM Control Delay	9.1	9.4	9.1	8.8	9.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.9	0.7	0.9	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	133	136	53	139	41	37	571	63	23	377	47
Future Volume (veh/h)	48	133	136	53	139	41	37	571	63	23	377	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	53	146	149	58	153	45	41	627	69	25	414	52
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	68	962	858	75	1487	424	52	740	81	33	694	87
Arrive On Green	0.04	0.56	0.56	0.04	0.56	0.56	0.03	0.24	0.24	0.02	0.22	0.22
Sat Flow, veh/h	1734	1730	1543	1734	2657	757	1734	3144	345	1734	3095	387
Grp Volume(v), veh/h	53	146	149	58	98	100	41	345	351	25	230	236
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1685	1734	1730	1759	1734	1730	1752
Q Serve(g_s), s	3.6	4.9	5.7	4.0	3.2	3.3	2.8	22.8	22.9	1.7	14.3	14.5
Cycle Q Clear(g_c), s	3.6	4.9	5.7	4.0	3.2	3.3	2.8	22.8	22.9	1.7	14.3	14.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.20	1.00		0.22
Lane Grp Cap(c), veh/h	68	962	858	75	968	943	52	408	414	33	388	393
V/C Ratio(X)	0.78	0.15	0.17	0.78	0.10	0.11	0.78	0.85	0.85	0.76	0.59	0.60
Avail Cap(c_a), veh/h	228	962	858	228	968	943	272	525	534	272	525	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	0.63	0.63	0.63	0.83	0.83	0.83
Uniform Delay (d), s/veh	57.1	12.9	13.1	56.8	12.3	12.4	57.8	43.8	43.8	58.6	41.7	41.7
Incr Delay (d2), s/veh	17.0	0.3	0.4	15.7	0.2	0.2	14.6	6.4	6.5	25.8	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.0	2.1	2.1	1.3	1.3	1.4	10.5	10.7	1.0	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	13.3	13.5	72.6	12.5	12.6	72.4	50.2	50.3	84.4	42.9	43.0
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		348			256			737			491	
Approach Delay, s/veh		22.6			26.2			51.5			45.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	7.8	31.5	8.9	71.8	6.5	32.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.6	7.7	4.8	16.5	5.6	5.3	3.7	24.9
Green Ext Time (p_c), s	0.1	1.8	0.0	2.7	0.1	1.1	0.0	3.4

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

Notes

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	13	52	152	110	111
Future Vol, veh/h	29	13	52	152	110	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	14	58	169	122	123

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	469	184	245	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	553	858	1321	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	526	858	1321	-	-	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1321	-	526	858	-	-
HCM Lane V/C Ratio	0.044	-	0.061	0.017	-	-
HCM Control Delay (s)	7.8	0	12.3	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	125	25	32	290	80	63	85	21	40	51	28
Future Volume (veh/h)	0	125	25	32	290	80	63	85	21	40	51	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	137	27	35	319	88	69	93	23	44	56	31
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	503	97	136	1271	367	196	180	45	175	141	78
Arrive On Green	0.00	0.17	0.17	0.51	0.51	0.51	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	0	2985	557	267	2507	725	1310	1410	349	1276	1102	610
Grp Volume(v), veh/h	0	81	83	237	0	205	69	0	116	44	0	87
Grp Sat Flow(s),veh/h/ln	0	1730	1721	1808	0	1691	1310	0	1758	1276	0	1711
Q Serve(g_s), s	0.0	3.2	3.4	5.9	0.0	5.5	4.1	0.0	4.9	2.7	0.0	3.7
Cycle Q Clear(g_c), s	0.0	3.2	3.4	5.9	0.0	5.5	7.8	0.0	4.9	7.6	0.0	3.7
Prop In Lane	0.00		0.32	0.15		0.43	1.00		0.20	1.00		0.36
Lane Grp Cap(c), veh/h	0	301	299	917	0	857	196	0	225	175	0	219
V/C Ratio(X)	0.00	0.27	0.28	0.26	0.00	0.24	0.35	0.00	0.52	0.25	0.00	0.40
Avail Cap(c_a), veh/h	0	301	299	917	0	857	437	0	547	409	0	533
HCM Platoon Ratio	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	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.6	28.7	11.2	0.0	11.1	35.6	0.0	32.6	36.1	0.0	32.1
Incr Delay (d2), s/veh	0.0	2.2	2.3	0.7	0.0	0.6	0.4	0.0	0.7	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.5	2.4	0.0	2.0	1.3	0.0	2.1	0.8	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.8	31.0	11.8	0.0	11.7	36.0	0.0	33.3	36.4	0.0	32.5
LnGrp LOS	A	C	C	B	A	B	D	A	C	D	A	C
Approach Vol, veh/h		164			442			185			131	
Approach Delay, s/veh		30.9			11.8			34.3			33.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.7		15.3		19.0		15.3				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		7.9		9.6		5.4		9.8				
Green Ext Time (p_c), s		1.6		0.3		0.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	128	58	257	238	0	0	0	0	295	3	166
Future Volume (veh/h)	0	128	58	257	238	0	0	0	0	295	3	166
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	145	66	292	270	0				395	0	127
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1910	784	369	2492	0				528	0	235
Arrive On Green	0.00	0.55	0.55	0.11	0.72	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	3624	1420	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	138	73	292	270	0				395	0	127
Grp Sat Flow(s),veh/h/ln	0	1657	1566	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	1.6	1.7	6.8	1.9	0.0				8.7	0.0	6.1
Cycle Q Clear(g_c), s	0.0	1.6	1.7	6.8	1.9	0.0				8.7	0.0	6.1
Prop In Lane	0.00		0.91	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1829	864	369	2492	0				528	0	235
V/C Ratio(X)	0.00	0.08	0.08	0.79	0.11	0.00				0.75	0.00	0.54
Avail Cap(c_a), veh/h	0	1829	864	379	2492	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.4	8.4	34.7	3.4	0.0				32.4	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.1	0.2	8.3	0.1	0.0				2.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.6	3.1	0.5	0.0				3.7	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.5	8.6	43.0	3.5	0.0				34.6	0.0	33.3
LnGrp LOS	A	A	A	D	A	A				C	A	C
Approach Vol, veh/h		211			562						522	
Approach Delay, s/veh		8.5			24.0						34.3	
Approach LOS		A			C						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	62.7	17.3	13.5	49.3
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	3.9	10.7	8.8	3.7
Green Ext Time (p_c), s	1.2	1.5	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	345	0	0	364	325	133	28	391	0	0	0
Future Volume (veh/h)	78	345	0	0	364	325	133	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	83	367	0	0	387	346	104	0	476			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	255	1801	0	0	564	499	381	0	677			
Arrive On Green	0.08	0.52	0.00	0.00	0.32	0.32	0.22	0.00	0.22			
Sat Flow, veh/h	3365	3551	0	0	1827	1538	1734	0	3087			
Grp Volume(v), veh/h	83	367	0	0	386	347	104	0	476			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1544	1734	0	1543			
Q Serve(g_s), s	0.9	2.2	0.0	0.0	7.6	7.7	2.0	0.0	5.6			
Cycle Q Clear(g_c), s	0.9	2.2	0.0	0.0	7.6	7.7	2.0	0.0	5.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	255	1801	0	0	562	501	381	0	677			
V/C Ratio(X)	0.33	0.20	0.00	0.00	0.69	0.69	0.27	0.00	0.70			
Avail Cap(c_a), veh/h	429	3247	0	0	1196	1067	796	0	1417			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.2	5.0	0.0	0.0	11.5	11.5	12.7	0.0	14.1			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.6	0.6	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			
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	0.0	2.3	2.1	0.6	0.0	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	5.1	0.0	0.0	12.1	12.2	12.9	0.0	14.6			
LnGrp LOS	B	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		450			733			580				
Approach Delay, s/veh		7.3			12.1			14.3				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	7.7	17.8		13.7		25.5			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	2.9	9.7		7.6		4.2			
Green Ext Time (p_c), s	0.0	3.0		1.0		1.7			

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	663	4	17	539	60	22	7	12	66	7	131
Future Volume (veh/h)	65	663	4	17	539	60	22	7	12	66	7	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	74	753	5	19	612	68	25	8	14	75	8	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	2307	15	29	1935	215	52	18	31	188	9	160
Arrive On Green	0.05	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3524	23	1734	3140	348	1734	594	1040	1734	79	1476
Grp Volume(v), veh/h	74	370	388	19	337	343	25	0	22	75	0	157
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1758	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.0	9.0	9.0	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Cycle Q Clear(g_c), s	4.0	9.0	9.0	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Prop In Lane	1.00		0.01	1.00		0.20	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	95	1133	1190	29	1066	1084	52	0	49	188	0	169
V/C Ratio(X)	0.78	0.33	0.33	0.66	0.32	0.32	0.48	0.00	0.45	0.40	0.00	0.93
Avail Cap(c_a), veh/h	267	1133	1190	267	1066	1084	441	0	415	188	0	169
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	7.3	7.3	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.4
Incr Delay (d2), s/veh	12.1	0.7	0.7	22.4	0.8	0.7	6.9	0.0	6.4	1.4	0.0	49.7
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	2.0	3.2	3.3	0.6	0.2	0.2	0.7	0.0	0.6	1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	8.0	8.0	68.5	0.8	0.7	52.7	0.0	52.2	41.3	0.0	92.2
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		832			699			47			232	
Approach Delay, s/veh		12.3			2.6			52.5			75.7	
Approach LOS		B			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	67.8		15.0	9.5	64.1		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 1.5	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.0	11.0		11.6	6.0	2.0		3.4
Green Ext Time (p_c), s	0.0	4.5		0.0	0.1	4.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	704	18	6	512	33	20	12	21	21	19	35
Future Volume (veh/h)	19	704	18	6	512	33	20	12	21	21	19	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	22	800	20	7	582	38	23	14	24	24	22	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	897	22	744	2236	146	29	18	30	31	28	52
Arrive On Green	0.04	0.52	0.52	0.43	0.68	0.68	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3449	86	1734	3298	215	630	384	658	463	424	772
Grp Volume(v), veh/h	22	401	419	7	305	315	61	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1806	1734	1730	1782	1671	0	0	1659	0	0
Q Serve(g_s), s	1.2	19.9	19.9	0.2	6.6	6.6	3.5	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	19.9	19.9	0.2	6.6	6.6	3.5	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.38		0.39	0.28		0.47
Lane Grp Cap(c), veh/h	32	450	470	744	1173	1208	77	0	0	111	0	0
V/C Ratio(X)	0.69	0.89	0.89	0.01	0.26	0.26	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	529	744	1173	1208	181	0	0	422	0	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	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.8	21.8	15.7	6.0	6.0	45.3	0.0	0.0	44.1	0.0	0.0
Incr Delay (d2), s/veh	8.8	21.7	21.0	0.0	0.5	0.5	6.6	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.0	8.2	0.1	2.3	2.4	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	43.5	42.8	15.7	6.6	6.5	51.9	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		842			627			61			86	
Approach Delay, s/veh		43.5			6.7			51.9			48.4	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.1	29.9		11.0	6.0	70.0		9.0
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.8	* 28		24.4	* 15	28.1		10.4
Max Q Clear Time (g_c+I1), s	2.2	21.9		6.9	3.2	8.6		5.5
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	4.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	442	99	145	337	98	150	524	157	79	432	92
Future Volume (veh/h)	129	442	99	145	337	98	150	524	157	79	432	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	145	497	111	163	379	110	169	589	176	89	485	103
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	205	1863	831	221	1441	413	228	709	418	141	620	370
Arrive On Green	0.06	0.54	0.54	0.13	1.00	1.00	0.14	0.41	0.41	0.04	0.18	0.18
Sat Flow, veh/h	3365	3460	1543	3365	2653	761	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	145	497	111	163	245	244	169	589	176	89	485	103
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1684	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.1	9.3	4.3	5.6	0.0	0.0	5.8	18.3	9.6	3.1	16.1	6.5
Cycle Q Clear(g_c), s	5.1	9.3	4.3	5.6	0.0	0.0	5.8	18.3	9.6	3.1	16.1	6.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1863	831	221	940	915	228	709	418	141	620	370
V/C Ratio(X)	0.71	0.27	0.13	0.74	0.26	0.27	0.74	0.83	0.42	0.63	0.78	0.28
Avail Cap(c_a), veh/h	471	1863	831	471	940	915	499	1078	582	471	1050	562
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.91	0.91	0.91	0.84	0.84	0.84	0.80	0.80	0.80
Uniform Delay (d), s/veh	55.3	14.9	13.8	51.1	0.0	0.0	50.9	33.5	26.3	56.6	47.0	37.1
Incr Delay (d2), s/veh	4.2	0.3	0.3	4.3	0.6	0.6	4.0	2.9	0.6	3.7	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.7	1.6	2.4	0.2	0.2	2.4	6.5	3.1	1.4	7.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	15.3	14.1	55.5	0.6	0.6	54.9	36.4	26.9	60.3	48.8	37.5
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	D
Approach Vol, veh/h		753			652			934			677	
Approach Delay, s/veh		23.6			14.3			38.0			48.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	69.5	12.3	26.1	11.5	70.1	9.2	29.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.9	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.6	11.3	7.8	18.1	7.1	2.0	5.1	20.3
Green Ext Time (p_c), s	0.3	3.6	0.4	3.4	0.3	3.2	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Future Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	96	676	14	20	716	155	25	49	32	145	49	94
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	685	2257	1007	28	757	164	33	152	129	172	298	252
Arrive On Green	0.79	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.16	0.16
Sat Flow, veh/h	1734	3460	1543	1734	2829	612	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	96	676	14	20	438	433	25	49	32	145	49	94
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1711	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	685	2257	1007	28	463	458	33	152	129	172	298	252
V/C Ratio(X)	0.14	0.30	0.01	0.71	0.95	0.95	0.76	0.32	0.25	0.84	0.16	0.37
Avail Cap(c_a), veh/h	685	2257	1007	228	463	458	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	59.4	53.8	53.9	58.6	51.8	51.5	53.1	43.1	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.5	26.4	26.7	30.1	1.2	1.0	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	17.5	17.3	1.0	1.4	0.9	4.5	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.3	0.0	68.9	80.3	80.6	88.7	53.0	52.5	57.4	43.4	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		786			891			106			288	
Approach Delay, s/veh		1.2			80.2			61.3			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	83.2	6.5	24.2	52.3	37.0	16.1	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.6	2.0	3.7	4.8	3.6	32.2	11.9	5.0
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	0.0	0.1	0.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Future Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	180	452	96	86	553	138	145	727	58	142	648	135
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	243	1275	269	137	1144	285	172	850	68	169	901	402
Arrive On Green	0.02	0.15	0.15	0.04	0.42	0.42	0.10	0.26	0.26	0.10	0.26	0.26
Sat Flow, veh/h	3365	2843	600	3365	2746	683	1734	3246	259	1734	3460	1543
Grp Volume(v), veh/h	180	274	274	86	348	343	145	387	398	142	648	135
Grp Sat Flow(s),veh/h/ln	1682	1730	1713	1682	1730	1698	1734	1730	1775	1734	1730	1543
Q Serve(g_s), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Cycle Q Clear(g_c), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Prop In Lane	1.00		0.35	1.00		0.40	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	243	776	768	137	721	708	172	453	465	169	901	402
V/C Ratio(X)	0.74	0.35	0.36	0.63	0.48	0.49	0.84	0.85	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	776	768	443	721	708	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	35.5	35.6	56.7	25.5	25.6	53.1	42.1	42.1	53.3	40.4	36.0
Incr Delay (d2), s/veh	4.1	1.2	1.2	4.7	2.3	2.4	19.1	9.8	9.6	18.3	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.2	8.2	1.4	7.6	7.5	5.2	12.0	12.3	5.0	8.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.7	36.8	61.4	27.8	28.0	72.2	51.9	51.7	71.6	42.0	36.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		728			777			930			925	
Approach Delay, s/veh		42.9			31.6			55.0			45.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	58.7	16.1	36.1	12.9	54.9	15.9	36.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.0	19.3	11.9	22.5	8.4	19.7	11.7	27.6
Green Ext Time (p_c), s	0.1	2.4	0.1	4.5	0.3	3.1	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	10	45	75	4	37
Future Vol, veh/h	53	10	45	75	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	11	49	82	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	203	35
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1530	-	767	1030
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1530	-	742	1030
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	1030	-	-	1530	-
HCM Lane V/C Ratio	0.006	0.039	-	-	0.032	-
HCM Control Delay (s)	9.9	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	36.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	82	23	362	118	59	43	135	288	18	82	7
Future Vol, veh/h	4	82	23	362	118	59	43	135	288	18	82	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	92	26	407	133	66	48	152	324	20	92	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	12.9	37.7	46.8	13.8
HCM LOS	B	E	E	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	32%	0%	100%	54%	0%	100%	40%	0%	92%
Vol Right, %	0%	68%	0%	0%	46%	0%	0%	60%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	423	4	55	50	362	79	98	18	89
LT Vol	43	0	4	0	0	362	0	0	18	0
Through Vol	0	135	0	55	27	0	79	39	0	82
RT Vol	0	288	0	0	23	0	0	59	0	7
Lane Flow Rate	48	475	4	61	57	407	88	110	20	100
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.108	0.928	0.012	0.151	0.134	0.904	0.184	0.217	0.051	0.238
Departure Headway (Hd)	8.011	7.031	9.358	8.84	8.508	7.999	7.486	7.056	9.148	8.584
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	513	381	404	420	451	478	507	390	417
Service Time	5.77	4.789	7.15	6.631	6.299	5.767	5.254	4.823	6.935	6.371
HCM Lane V/C Ratio	0.107	0.926	0.01	0.151	0.136	0.902	0.184	0.217	0.051	0.24
HCM Control Delay	11.7	50.4	12.3	13.2	12.6	50.4	11.9	11.8	12.4	14.1
HCM Lane LOS	B	F	B	B	B	F	B	B	B	B
HCM 95th-tile Q	0.4	11.2	0	0.5	0.5	9.9	0.7	0.8	0.2	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	369	38	222	328	0	0	0	0	316	0	221
Future Volume (veh/h)	0	369	38	222	328	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	415	43	249	369	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1045	107	194	1608	0				465	0	413
Arrive On Green	0.00	0.23	0.23	0.11	0.46	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4748	467	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	298	160	249	369	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.5	3.6	5.1	2.9	0.0				8.6	0.0	6.4
Cycle Q Clear(g_c), s	0.0	3.5	3.6	5.1	2.9	0.0				8.6	0.0	6.4
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	755	396	194	1608	0				465	0	413
V/C Ratio(X)	0.00	0.39	0.40	1.28	0.23	0.00				0.76	0.00	0.60
Avail Cap(c_a), veh/h	0	2216	1162	194	3133	0				627	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	20.3	7.3	0.0				15.4	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.6	1.1	161.0	0.1	0.0				3.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	10.5	0.8	0.0				3.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	16.1	181.3	7.4	0.0				19.2	0.0	16.0
LnGrp LOS	A	B	B	F	A	A				B	A	B
Approach Vol, veh/h		458			618						603	
Approach Delay, s/veh		15.7			77.5						17.9	
Approach LOS		B			E						B	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	27.3	18.3	10.8	16.5
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	4.9	10.6	7.1	5.6
Green Ext Time (p_c), s	4.4	1.6	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	544	0	0	450	447	111	3	351	0	0	0
Future Volume (veh/h)	101	544	0	0	450	447	111	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	111	598	0	0	495	491	122	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	139	1896	0	0	654	583	440	11	401			
Arrive On Green	0.08	0.55	0.00	0.00	0.38	0.38	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1695	42	1543			
Grp Volume(v), veh/h	111	598	0	0	495	491	125	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1736	0	1543			
Q Serve(g_s), s	4.0	6.0	0.0	0.0	15.8	18.4	3.6	0.0	15.7			
Cycle Q Clear(g_c), s	4.0	6.0	0.0	0.0	15.8	18.4	3.6	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	139	1896	0	0	654	583	451	0	401			
V/C Ratio(X)	0.80	0.32	0.00	0.00	0.76	0.84	0.28	0.00	0.96			
Avail Cap(c_a), veh/h	139	1979	0	0	695	620	451	0	401			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.7	7.8	0.0	0.0	17.2	18.0	18.7	0.0	23.2			
Incr Delay (d2), s/veh	24.9	0.2	0.0	0.0	5.2	10.6	0.1	0.0	34.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	1.9	0.0	0.0	6.5	7.5	1.4	0.0	9.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	8.0	0.0	0.0	22.4	28.6	18.9	0.0	58.1			
LnGrp LOS	D	A	A	A	C	C	B	A	E			
Approach Vol, veh/h		709			986			511				
Approach Delay, s/veh		15.1			25.5			48.5				
Approach LOS		B			C			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	30.1		22.6		40.9			
Change Period (Y+Rc), s*	5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.0	20.4		17.7		8.0			
Green Ext Time (p_c), s	0.0	3.6		0.0		7.1			

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	592	14	11	549	7	118	23	9	18	14	30
Future Vol, veh/h	42	592	14	11	549	7	118	23	9	18	14	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	658	16	12	610	8	131	26	10	20	16	33
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	19.6	17.2	13.6	11.3
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	12%	0%	4%	0%	29%
Vol Thru, %	15%	88%	95%	96%	98%	23%
Vol Right, %	6%	0%	5%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	338	310	286	282	62
LT Vol	118	42	0	11	0	18
Through Vol	23	296	296	275	275	14
RT Vol	9	0	14	0	7	30
Lane Flow Rate	167	376	344	317	313	69
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.327	0.664	0.6	0.567	0.556	0.136
Departure Headway (Hd)	7.064	6.367	6.272	6.434	6.397	7.113
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	563	572	558	560	501
Service Time	5.139	4.141	4.046	4.213	4.175	5.207
HCM Lane V/C Ratio	0.329	0.668	0.601	0.568	0.559	0.138
HCM Control Delay	13.6	20.9	18.1	17.4	17	11.3
HCM Lane LOS	B	C	C	C	C	B
HCM 95th-tile Q	1.4	4.9	3.9	3.5	3.4	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	420	252	46	307	40	146	596	54	44	535	81
Future Volume (veh/h)	113	420	252	46	307	40	146	596	54	44	535	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	127	472	283	52	345	45	164	670	61	49	601	91
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	153	525	313	67	623	81	191	1000	91	430	1568	699
Arrive On Green	0.09	0.25	0.25	0.04	0.20	0.20	0.11	0.31	0.31	0.25	0.45	0.45
Sat Flow, veh/h	1734	2084	1243	1734	3081	399	1734	3207	292	1734	3460	1543
Grp Volume(v), veh/h	127	391	364	52	193	197	164	361	370	49	601	91
Grp Sat Flow(s),veh/h/ln	1734	1730	1597	1734	1730	1749	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	8.6	26.3	26.5	3.6	12.0	12.2	11.2	21.8	21.8	2.6	13.8	4.1
Cycle Q Clear(g_c), s	8.6	26.3	26.5	3.6	12.0	12.2	11.2	21.8	21.8	2.6	13.8	4.1
Prop In Lane	1.00		0.78	1.00		0.23	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	153	436	402	67	350	354	191	539	551	430	1568	699
V/C Ratio(X)	0.83	0.90	0.90	0.78	0.55	0.56	0.86	0.67	0.67	0.11	0.38	0.13
Avail Cap(c_a), veh/h	243	467	431	243	467	472	286	539	551	430	1568	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.8	43.4	43.5	57.2	43.0	43.1	52.5	35.9	35.9	34.9	21.7	19.1
Incr Delay (d2), s/veh	6.6	19.2	21.3	7.2	1.4	1.4	10.6	6.5	6.4	0.0	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	4.0	13.5	12.8	1.7	5.3	5.4	5.4	10.1	10.3	1.1	5.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	62.6	64.8	64.4	44.3	44.4	63.0	42.4	42.3	34.9	22.3	19.4
LnGrp LOS	E	E	E	E	D	D	E	D	D	C	C	B
Approach Vol, veh/h		882			442			895			741	
Approach Delay, s/veh		63.2			46.7			46.2			22.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	34.8	17.4	59.0	14.8	28.9	34.4	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 13	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	15.6	28.5	13.2	15.8	10.6	14.2	4.6	23.8
Green Ext Time (p_c), s	0.0	1.8	0.1	4.9	0.1	2.1	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	208	140	183	109	128
Future Vol, veh/h	177	208	140	183	109	128
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	234	157	206	122	144
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	10.8	11.6	12
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	183	177	104	104	109	128
LT Vol	0	0	177	0	0	109	0
Through Vol	140	0	0	0	0	0	128
RT Vol	0	183	0	104	104	0	0
Lane Flow Rate	157	206	199	117	117	122	144
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.283	0.33	0.375	0.181	0.124	0.242	0.264
Departure Headway (Hd)	6.48	5.771	6.781	5.569	3.817	7.126	6.619
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	554	621	531	643	934	503	542
Service Time	4.231	3.522	4.526	3.314	1.561	4.881	4.375
HCM Lane V/C Ratio	0.283	0.332	0.375	0.182	0.125	0.243	0.266
HCM Control Delay	11.8	11.4	13.6	9.6	7.1	12.2	11.8
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	1.2	1.4	1.7	0.7	0.4	0.9	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	87	127	88	197	2	179	16	168	4	14	7
Future Volume (veh/h)	34	87	127	88	197	2	179	16	168	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	48	123	179	124	277	3	252	23	237	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	683	305	179	864	9	588	35	448	157	321	135
Arrive On Green	0.05	0.20	0.20	0.10	0.25	0.25	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1734	3460	1543	1734	3506	38	1306	119	1543	103	1105	465
Grp Volume(v), veh/h	48	123	179	124	137	143	275	0	237	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1814	1425	0	1543	1673	0	0
Q Serve(g_s), s	0.9	1.0	3.5	2.3	2.1	2.1	5.0	0.0	4.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.0	3.5	2.3	2.1	2.1	5.5	0.0	4.2	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.92		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	94	683	305	179	426	447	623	0	448	613	0	0
V/C Ratio(X)	0.51	0.18	0.59	0.69	0.32	0.32	0.44	0.00	0.53	0.06	0.00	0.00
Avail Cap(c_a), veh/h	316	1889	843	447	1076	1128	1069	0	936	1112	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	11.0	12.0	14.3	10.2	10.2	10.2	0.0	9.8	8.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.1	1.8	4.8	0.4	0.4	0.5	0.0	1.0	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	0.4	0.3	1.1	0.9	0.6	0.7	1.3	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	11.1	13.8	19.1	10.6	10.6	10.7	0.0	10.8	8.5	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	A	A	A
Approach Vol, veh/h		350			404			512			36	
Approach Delay, s/veh		13.6			13.2			10.7			8.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.1	7.9	11.0	14.1	6.3	12.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	7.5	4.3	5.5	2.5	2.9	4.1
Green Ext Time (p_c), s	2.0	0.1	1.1	0.1	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	43	51	22	11	13
Future Vol, veh/h	86	43	51	22	11	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	47	55	24	12	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	251	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	738	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	709	935
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	816	-	-	1443	-
HCM Lane V/C Ratio	0.032	-	-	0.038	-
HCM Control Delay (s)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	69	43	51	114	11	13
Future Vol, veh/h	69	43	51	114	11	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	47	55	124	12	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	333	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	662	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	636	957
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	777	-	-	1465	-
HCM Lane V/C Ratio	0.034	-	-	0.038	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	43	60	103	11	15
Future Vol, veh/h	26	43	60	103	11	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	47	65	112	12	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	294	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	697	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	666	1016
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	831	-	-	1524	-
HCM Lane V/C Ratio	0.034	-	-	0.043	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	87	137	375	93	11
Future Vol, veh/h	43	87	137	375	93	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	95	149	408	101	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	557	0	-	0	495	279
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1010	-	-	-	504	718
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1010	-	-	-	480	718
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1010	-	-	-	546	718
HCM Lane V/C Ratio	0.046	-	-	-	0.185	0.017
HCM Control Delay (s)	8.7	-	-	-	13.1	10.1
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	87	465	188	0	47
Future Vol, veh/h	0	87	465	188	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	505	204	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	355
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	641
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	641
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	641
HCM Lane V/C Ratio	-	-	-	0.08
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	70	16	44	26	0	11	0	355	795	582	13
Future Volume (veh/h)	0	70	16	44	26	0	11	0	355	795	582	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	73	17	46	27	0	11	0	370	724	752	14
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	623	278	191	200	0	0	0	0	795	817	15
Arrive On Green	0.00	0.18	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.46	0.46	0.46
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1782	33
Grp Volume(v), veh/h	0	73	17	46	27	0		0.0		724	0	766
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1815
Q Serve(g_s), s	0.0	1.2	0.6	1.7	0.9	0.0				26.4	0.0	26.9
Cycle Q Clear(g_c), s	0.0	1.2	0.6	1.7	0.9	0.0				26.4	0.0	26.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.02
Lane Grp Cap(c), veh/h	0	623	278	191	200	0				795	0	832
V/C Ratio(X)	0.00	0.12	0.06	0.24	0.13	0.00				0.91	0.00	0.92
Avail Cap(c_a), veh/h	0	1520	678	624	656	0				854	0	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	23.1	27.7	27.4	0.0				17.1	0.0	17.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				12.6	0.0	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.2	0.7	0.4	0.0				11.9	0.0	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.4	23.2	27.9	27.5	0.0				29.7	0.0	30.7
LnGrp LOS	A	C	C	C	C	A				C	A	C
Approach Vol, veh/h		90			73						1490	
Approach Delay, s/veh		23.4			27.8						30.2	
Approach LOS		C			C						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	17.4	37.7	13.0
Change Period (Y+Rc), s	5.1	6.5	5.5
Max Green Setting (Gmax), s	29.9	33.5	24.5
Max Q Clear Time (g_c+I1), s	3.2	28.9	3.7
Green Ext Time (p_c), s	0.3	2.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	734	0	0	423	403	15	3	346	0	0	0
Future Volume (veh/h)	313	734	0	0	423	403	15	3	346	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	364	853	0	0	492	469	0	0	422			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	481	2245	0	0	732	653	0	314	531			
Arrive On Green	0.14	0.65	0.00	0.00	0.42	0.42	0.00	0.00	0.17			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	0	1821	3087			
Grp Volume(v), veh/h	364	853	0	0	492	469	0	0	422			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	0	1821	1543			
Q Serve(g_s), s	5.9	6.5	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Cycle Q Clear(g_c), s	5.9	6.5	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		1.00			
Lane Grp Cap(c), veh/h	481	2245	0	0	732	653	0	314	531			
V/C Ratio(X)	0.76	0.38	0.00	0.00	0.67	0.72	0.00	0.00	0.79			
Avail Cap(c_a), veh/h	1789	2245	0	0	908	810	0	636	1078			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	23.5	4.7	0.0	0.0	13.2	13.6	0.0	0.0	22.6			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	2.1	3.2	0.0	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			
%ile BackOfQ(50%),veh/ln	2.2	1.5	0.0	0.0	4.7	4.8	0.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	4.7	0.0	0.0	15.3	16.8	0.0	0.0	23.6			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1217			961			422				
Approach Delay, s/veh		10.6			16.1			23.6				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.9	29.2		14.9		42.1						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	8.3	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	7.9	16.3		9.5		8.5						
Green Ext Time (p_c), s	0.3	7.8		0.4		4.2						

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	963	86	48	691	18	103	2	31	12	8	7
Future Volume (veh/h)	15	963	86	48	691	18	103	2	31	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1219	109	61	875	23	130	3	39	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	2234	199	313	2437	64	206	4	268	53	33	17
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3213	287	1734	3444	91	874	20	1543	73	192	95
Grp Volume(v), veh/h	19	655	673	61	439	459	133	0	39	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1770	1734	1730	1805	895	0	1543	361	0	0
Q Serve(g_s), s	0.4	24.1	24.3	1.3	13.0	13.0	0.0	0.0	2.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	24.1	24.3	1.3	13.0	13.0	20.1	0.0	2.8	20.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	459	1203	1230	313	1224	1277	210	0	268	102	0	0
V/C Ratio(X)	0.04	0.54	0.55	0.20	0.36	0.36	0.63	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	643	1203	1230	476	1224	1277	295	0	361	194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	9.7	9.7	7.8	7.5	7.5	52.7	0.0	45.6	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	1.6	0.2	0.6	0.6	3.1	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.1	9.4	0.5	4.7	4.9	4.4	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	11.3	11.3	8.1	8.1	8.1	55.9	0.0	45.8	48.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1347			959			172			34	
Approach Delay, s/veh		11.3			8.1			53.6			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	95.1		27.1	6.2	96.7		27.1
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.3	26.3		22.5	2.4	15.0		22.1
Green Ext Time (p_c), s	0.1	13.0		0.0	0.0	7.1		0.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	480	249	74	327	88	146	375	65	60	423	277
Future Volume (veh/h)	260	480	249	74	327	88	146	375	65	60	423	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	313	578	300	89	394	106	176	452	78	72	510	334
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	315	934	484	112	829	221	203	921	158	92	858	383
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1734	2203	1142	1734	2703	719	1734	2953	507	1734	3460	1543
Grp Volume(v), veh/h	313	454	424	89	251	249	176	264	266	72	510	334
Grp Sat Flow(s),veh/h/ln	1734	1730	1615	1734	1730	1692	1734	1730	1730	1734	1730	1543
Q Serve(g_s), s	21.6	24.6	24.6	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	24.9
Cycle Q Clear(g_c), s	21.6	24.6	24.6	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	24.9
Prop In Lane	1.00		0.71	1.00		0.43	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	315	733	685	112	531	519	203	540	540	92	858	383
V/C Ratio(X)	0.99	0.62	0.62	0.79	0.47	0.48	0.87	0.49	0.49	0.79	0.59	0.87
Avail Cap(c_a), veh/h	315	733	685	243	531	519	272	540	540	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.97	0.97	0.97	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	27.0	27.0	57.9	44.7	44.9	52.1	33.5	33.6	56.2	39.8	43.3
Incr Delay (d2), s/veh	44.3	3.2	3.5	4.6	2.9	3.1	13.1	0.8	0.8	5.5	1.1	17.9
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	13.2	10.7	10.1	2.9	8.1	8.0	5.9	6.3	6.4	2.3	6.8	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.3	30.2	30.5	62.5	47.7	47.9	65.2	34.3	34.4	61.6	40.9	61.2
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1191			589			706			916	
Approach Delay, s/veh		46.9			50.0			42.0			50.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.5	18.2	34.3	26.0	41.4	10.5	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.1	26.6	14.0	26.9	23.6	18.7	6.9	17.0
Green Ext Time (p_c), s	0.1	4.3	0.1	2.8	0.0	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Future Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	51	707	53	45	579	65	29	108	52	15	108	68
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	2338	175	57	2233	250	57	138	61	42	140	83
Arrive On Green	0.08	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3263	244	1734	3137	351	167	1011	447	74	1028	609
Grp Volume(v), veh/h	51	375	385	45	319	325	189	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1777	1734	1730	1758	1626	0	0	1710	0	0
Q Serve(g_s), s	3.5	0.0	0.0	3.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.1	0.0	0.0	13.6	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.20	0.15		0.28	0.08		0.36
Lane Grp Cap(c), veh/h	65	1240	1273	57	1232	1252	256	0	0	265	0	0
V/C Ratio(X)	0.78	0.30	0.30	0.78	0.26	0.26	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1240	1273	228	1232	1252	391	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	55.6	0.0	0.0	50.5	0.0	0.0	50.4	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.5	0.5	18.8	0.5	0.5	4.1	0.0	0.0	3.7	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	1.7	0.2	0.2	1.6	0.2	0.2	5.8	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	0.5	0.5	74.4	0.5	0.5	54.6	0.0	0.0	54.0	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		811			689			189			191	
Approach Delay, s/veh		4.8			5.3			54.6			54.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	90.9		20.9	8.7	90.3		20.9
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.1	2.0		14.9	5.5	2.0		15.6
Green Ext Time (p_c), s	0.0	5.7		0.8	0.1	4.6		0.7

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Future Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	473	102	120	398	131	121	650	90	138	663	81
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	1268	272	401	1168	380	147	771	107	164	910	406
Arrive On Green	0.02	0.15	0.15	0.05	0.46	0.46	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	1734	2834	607	1734	2566	835	1734	3053	422	1734	3460	1543
Grp Volume(v), veh/h	99	288	287	120	267	262	121	368	372	138	663	81
Grp Sat Flow(s),veh/h/ln	1734	1730	1712	1734	1730	1671	1734	1730	1745	1734	1730	1543
Q Serve(g_s), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Cycle Q Clear(g_c), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Prop In Lane	1.00		0.35	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	449	774	766	401	787	760	147	437	441	164	910	406
V/C Ratio(X)	0.22	0.37	0.38	0.30	0.34	0.34	0.83	0.84	0.84	0.84	0.73	0.20
Avail Cap(c_a), veh/h	583	774	766	522	787	760	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	35.9	36.0	17.7	21.1	21.1	54.1	42.6	42.6	53.4	40.3	34.4
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.2	1.2	1.2	4.4	10.3	10.4	5.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.6	8.6	1.8	5.1	5.0	3.8	11.5	11.7	4.3	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	37.2	37.3	17.8	22.2	22.4	58.5	52.9	53.0	58.5	42.6	34.7
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		674			649			861			882	
Approach Delay, s/veh		34.4			21.5			53.7			44.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	58.6	14.3	36.4	9.7	59.5	15.6	35.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.5	20.2	10.2	23.0	5.7	14.2	11.4	26.3
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	187	28	32	90	5	81	6	57	62	301	292	10
Future Vol, veh/h	187	28	32	90	5	81	6	57	62	301	292	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	205	31	35	99	5	89	7	63	68	331	321	11
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	14.9	11.9	11.9	19.2
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	97%	0%	100%	0%
Vol Thru, %	0%	48%	0%	47%	3%	3%	0%	97%
Vol Right, %	0%	52%	0%	53%	0%	97%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	119	187	60	93	84	301	302
LT Vol	6	0	187	0	90	0	301	0
Through Vol	0	57	0	28	3	3	0	292
RT Vol	0	62	0	32	0	81	0	10
Lane Flow Rate	7	131	205	66	102	92	331	332
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.014	0.252	0.436	0.124	0.224	0.171	0.631	0.584
Departure Headway (Hd)	7.837	6.951	7.642	6.751	7.922	6.728	6.866	6.335
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	459	519	469	527	456	537	523	564
Service Time	5.546	4.66	5.442	4.55	5.622	4.428	4.654	4.123
HCM Lane V/C Ratio	0.015	0.252	0.437	0.125	0.224	0.171	0.633	0.589
HCM Control Delay	10.7	12	16.3	10.5	12.9	10.8	20.8	17.7
HCM Lane LOS	B	B	C	B	B	B	C	C
HCM 95th-tile Q	0	1	2.2	0.4	0.8	0.6	4.3	3.7

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	372	152	114	102	19
Future Vol, veh/h	31	372	152	114	102	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	438	179	134	120	22
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	11.1	9.5	10.4
HCM LOS	B	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	20%	0%	0%	0%	84%
Vol Thru, %	80%	100%	100%	31%	0%
Vol Right, %	0%	0%	0%	69%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	248	101	165	121
LT Vol	31	0	0	0	102
Through Vol	124	248	101	51	0
RT Vol	0	0	0	114	19
Lane Flow Rate	182	292	119	194	142
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.27	0.424	0.18	0.265	0.224
Departure Headway (Hd)	5.336	5.235	5.421	4.933	5.655
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	669	683	657	723	631
Service Time	3.104	3.003	3.194	2.705	3.733
HCM Lane V/C Ratio	0.272	0.428	0.181	0.268	0.225
HCM Control Delay	10.1	11.8	9.4	9.5	10.4
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	1.1	2.1	0.7	1.1	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	183	190	83	163	34	89	463	86	40	567	45
Future Volume (veh/h)	49	183	190	83	163	34	89	463	86	40	567	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	54	201	209	91	179	37	98	509	95	44	623	49
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	70	864	771	114	1504	304	121	779	145	56	747	59
Arrive On Green	0.04	0.50	0.50	0.07	0.52	0.52	0.07	0.27	0.27	0.03	0.23	0.23
Sat Flow, veh/h	1734	1730	1543	1734	2867	580	1734	2913	541	1734	3250	255
Grp Volume(v), veh/h	54	201	209	91	107	109	98	301	303	44	331	341
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1717	1734	1730	1724	1734	1730	1775
Q Serve(g_s), s	4.0	8.6	10.2	6.7	4.1	4.2	7.2	20.1	20.3	3.3	23.7	23.8
Cycle Q Clear(g_c), s	4.0	8.6	10.2	6.7	4.1	4.2	7.2	20.1	20.3	3.3	23.7	23.8
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.31	1.00		0.14
Lane Grp Cap(c), veh/h	70	864	771	114	908	901	121	462	461	56	398	408
V/C Ratio(X)	0.78	0.23	0.27	0.80	0.12	0.12	0.81	0.65	0.66	0.78	0.83	0.83
Avail Cap(c_a), veh/h	237	864	771	237	908	901	237	631	629	211	604	620
HCM Platoon Ratio	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.8	18.4	18.8	59.9	15.6	15.7	59.6	42.3	42.3	62.4	47.7	47.7
Incr Delay (d2), s/veh	16.7	0.6	0.9	12.1	0.3	0.3	9.8	1.3	1.3	15.2	4.5	4.5
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	2.1	3.6	3.9	3.3	1.7	1.7	3.5	8.8	8.8	1.7	10.7	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	19.1	19.7	72.1	15.9	16.0	69.4	43.5	43.6	77.6	52.2	52.2
LnGrp LOS	E	B	B	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		464			307			702			716	
Approach Delay, s/veh		26.3			32.6			47.2			53.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	69.5	13.3	34.5	9.4	72.8	8.4	39.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	8.7	12.2	9.2	25.8	6.0	6.2	5.3	22.3
Green Ext Time (p_c), s	0.1	2.4	0.1	4.1	0.1	1.2	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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

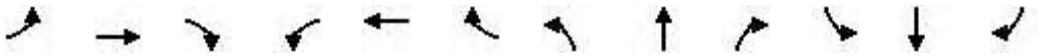
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	111	51	13	62	417	28
Future Vol, veh/h	111	51	13	62	417	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	57	14	69	463	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	576	479	494	0	-	0
Stage 1	479	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	479	587	1070	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	472	587	1070	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1070	-	472	587	-	-
HCM Lane V/C Ratio	0.013	-	0.261	0.097	-	-
HCM Control Delay (s)	8.4	0	15.3	11.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	1	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	401	70	18	111	20	17	28	32	170	238	40
Future Volume (veh/h)	0	401	70	18	111	20	17	28	32	170	238	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	441	77	20	122	22	19	31	35	187	262	44
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	512	89	178	1119	209	137	163	184	325	317	53
Arrive On Green	0.00	0.17	0.17	0.43	0.43	0.43	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	0	3039	511	417	2625	491	1073	781	882	1335	1520	255
Grp Volume(v), veh/h	0	258	260	86	0	78	19	0	66	187	0	306
Grp Sat Flow(s),veh/h/ln	0	1730	1729	1800	0	1733	1073	0	1662	1335	0	1775
Q Serve(g_s), s	0.0	11.6	11.7	2.3	0.0	2.2	1.4	0.0	2.6	10.7	0.0	13.2
Cycle Q Clear(g_c), s	0.0	11.6	11.7	2.3	0.0	2.2	14.6	0.0	2.6	13.4	0.0	13.2
Prop In Lane	0.00		0.30	0.23		0.28	1.00		0.53	1.00		0.14
Lane Grp Cap(c), veh/h	0	301	300	768	0	739	137	0	347	325	0	370
V/C Ratio(X)	0.00	0.86	0.87	0.11	0.00	0.11	0.14	0.00	0.19	0.58	0.00	0.83
Avail Cap(c_a), veh/h	0	301	300	768	0	739	247	0	517	462	0	553
HCM Platoon Ratio	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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.1	32.1	13.8	0.0	13.8	37.2	0.0	26.1	31.6	0.0	30.3
Incr Delay (d2), s/veh	0.0	25.7	26.9	0.3	0.0	0.3	0.2	0.0	0.1	0.6	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	7.0	1.0	0.0	0.9	0.4	0.0	1.0	3.4	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	57.8	59.0	14.1	0.0	14.1	37.4	0.0	26.2	32.2	0.0	34.2
LnGrp LOS	A	E	E	B	A	B	D	A	C	C	A	C
Approach Vol, veh/h		518			164			85			493	
Approach Delay, s/veh		58.4			14.1			28.7			33.4	
Approach LOS		E			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	39.2	21.8	19.0	21.8
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	25.9	24.9	13.9	24.9
Max Q Clear Time (g_c+I1), s	4.3	15.4	13.7	16.6
Green Ext Time (p_c), s	0.5	1.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	408	200	367	85	0	0	0	0	376	1	65
Future Volume (veh/h)	0	408	200	367	85	0	0	0	0	376	1	65
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	464	227	417	97	0				450	0	50
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1774	826	379	2445	0				576	0	256
Arrive On Green	0.00	0.54	0.54	0.11	0.71	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3478	1543	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	464	227	417	97	0				450	0	50
Grp Sat Flow(s),veh/h/ln	0	1657	1543	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	6.1	6.4	9.0	0.7	0.0				9.9	0.0	2.2
Cycle Q Clear(g_c), s	0.0	6.1	6.4	9.0	0.7	0.0				9.9	0.0	2.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1774	826	379	2445	0				576	0	256
V/C Ratio(X)	0.00	0.26	0.27	1.10	0.04	0.00				0.78	0.00	0.20
Avail Cap(c_a), veh/h	0	1774	826	379	2445	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.50	0.50	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.0	10.1	35.5	3.5	0.0				32.0	0.0	28.8
Incr Delay (d2), s/veh	0.0	0.2	0.4	70.0	0.0	0.0				2.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.1	7.3	0.2	0.0				4.2	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.2	10.5	105.5	3.6	0.0				34.3	0.0	29.1
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		691			514						500	
Approach Delay, s/veh		10.3			86.2						33.8	
Approach LOS		B			F						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.6	18.4	13.7	47.9
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	2.7	11.9	11.0	8.4
Green Ext Time (p_c), s	0.4	1.3	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	533	0	0	413	451	32	1	366	0	0	0
Future Volume (veh/h)	257	533	0	0	413	451	32	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	271	561	0	0	435	475	23	0	397			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	364	2076	0	0	675	602	312	0	555			
Arrive On Green	0.11	0.60	0.00	0.00	0.39	0.39	0.18	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	1734	0	3087			
Grp Volume(v), veh/h	271	561	0	0	435	475	23	0	397			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1734	0	1543			
Q Serve(g_s), s	3.6	3.6	0.0	0.0	9.5	12.5	0.5	0.0	5.6			
Cycle Q Clear(g_c), s	3.6	3.6	0.0	0.0	9.5	12.5	0.5	0.0	5.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	364	2076	0	0	675	602	312	0	555			
V/C Ratio(X)	0.75	0.27	0.00	0.00	0.64	0.79	0.07	0.00	0.72			
Avail Cap(c_a), veh/h	364	2752	0	0	1013	904	675	0	1201			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.0	4.4	0.0	0.0	11.5	12.4	15.8	0.0	17.9			
Incr Delay (d2), s/veh	7.3	0.0	0.0	0.0	0.4	1.4	0.0	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			
%ile BackOfQ(50%),veh/ln	1.6	0.8	0.0	0.0	3.0	3.6	0.2	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	4.4	0.0	0.0	11.9	13.8	15.8	0.0	18.5			
LnGrp LOS	C	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		832			910			420				
Approach Delay, s/veh		11.9			12.9			18.4				
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	23.2		13.4		32.9
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8
Max Q Clear Time (g_c+I1), s	5.6	14.5		7.6		5.6
Green Ext Time (p_c), s	0.0	3.5		0.8		2.7

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	718	11	19	786	48	23	4	21	68	8	128
Future Volume (veh/h)	90	718	11	19	786	48	23	4	21	68	8	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	816	12	22	893	55	26	5	24	77	9	145
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2372	35	30	2066	127	51	8	39	210	11	177
Arrive On Green	0.07	0.68	0.68	0.03	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3491	51	1734	3311	204	1734	273	1312	1734	91	1466
Grp Volume(v), veh/h	102	404	424	22	467	481	26	0	29	77	0	154
Grp Sat Flow(s),veh/h/ln	1734	1730	1812	1734	1730	1784	1734	0	1585	1734	0	1557
Q Serve(g_s), s	7.0	11.7	11.7	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Cycle Q Clear(g_c), s	7.0	11.7	11.7	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	126	1176	1231	30	1080	1113	51	0	47	210	0	188
V/C Ratio(X)	0.81	0.34	0.34	0.73	0.43	0.43	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1176	1231	214	1080	1113	150	0	137	410	0	369
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	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	8.0	8.0	57.6	0.0	0.0	57.4	0.0	57.6	48.5	0.0	51.4
Incr Delay (d2), s/veh	10.8	0.8	0.7	27.4	1.2	1.2	7.5	0.0	12.5	1.1	0.0	8.4
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	3.4	4.4	4.6	0.9	0.4	0.4	0.9	0.0	1.0	2.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	8.8	8.8	85.0	1.2	1.2	64.9	0.0	70.0	49.6	0.0	59.8
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		930			970			55			231	
Approach Delay, s/veh		15.0			3.1			67.6			56.4	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	86.4		19.1	12.9	79.8		8.2
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	13.5	13.7		13.6	9.0	2.0		4.2
Green Ext Time (p_c), s	0.0	6.1		0.9	0.1	7.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	770	28	12	714	47	10	3	13	23	5	30
Future Volume (veh/h)	31	770	28	12	714	47	10	3	13	23	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	35	875	32	14	811	53	11	3	15	26	6	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1002	37	823	2470	161	13	4	18	33	8	44
Arrive On Green	0.05	0.59	0.59	0.47	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3404	124	1734	3297	215	621	169	847	645	149	843
Grp Volume(v), veh/h	35	445	462	14	426	438	29	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1799	1734	1730	1782	1638	0	0	1637	0	0
Q Serve(g_s), s	2.4	26.1	26.1	0.5	9.8	9.8	2.1	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	26.1	26.1	0.5	9.8	9.8	2.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.12	0.38		0.52	0.39		0.52
Lane Grp Cap(c), veh/h	44	509	529	823	1296	1335	35	0	0	84	0	0
V/C Ratio(X)	0.80	0.87	0.87	0.02	0.33	0.33	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	721	823	1296	1335	142	0	0	387	0	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)	0.93	0.93	0.93	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	22.8	22.8	16.7	5.0	5.0	58.5	0.0	0.0	56.2	0.0	0.0
Incr Delay (d2), s/veh	10.8	17.4	16.8	0.0	0.6	0.6	16.5	0.0	0.0	5.8	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	1.2	9.7	10.0	0.2	3.3	3.4	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	40.2	39.6	16.7	5.6	5.6	75.0	0.0	0.0	62.0	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		942			878			29			66	
Approach Delay, s/veh		40.9			5.8			75.0			62.0	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.8	40.2		10.8	7.2	94.8		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	28.1		6.8	4.4	11.8		4.1
Green Ext Time (p_c), s	0.0	7.2		0.2	0.0	8.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	436	222	223	519	80	228	453	164	131	562	112
Future Volume (veh/h)	133	436	222	223	519	80	228	453	164	131	562	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	490	249	251	583	90	256	509	184	147	631	126
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	206	1589	709	307	1470	226	312	871	529	203	759	433
Arrive On Green	0.06	0.46	0.46	0.18	0.98	0.98	0.19	0.50	0.50	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3005	463	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	149	490	249	251	335	338	256	509	184	147	631	126
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.7	11.6	13.5	9.3	0.9	0.9	9.5	13.5	8.9	5.6	22.6	8.3
Cycle Q Clear(g_c), s	5.7	11.6	13.5	9.3	0.9	0.9	9.5	13.5	8.9	5.6	22.6	8.3
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1589	709	307	846	850	312	871	529	203	759	433
V/C Ratio(X)	0.72	0.31	0.35	0.82	0.40	0.40	0.82	0.58	0.35	0.72	0.83	0.29
Avail Cap(c_a), veh/h	512	1589	709	512	846	850	512	1049	609	461	995	538
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	0.84	0.84	0.84	0.57	0.57	0.57
Uniform Delay (d), s/veh	59.9	22.2	22.7	52.1	0.7	0.7	51.9	27.5	20.6	60.0	48.5	36.6
Incr Delay (d2), s/veh	4.5	0.5	1.3	4.8	1.2	1.2	4.5	0.5	0.3	2.8	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.9	5.2	3.8	0.5	0.5	3.9	4.6	2.8	2.5	10.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	22.6	24.0	56.9	2.0	2.0	56.5	28.0	20.9	62.8	51.2	36.9
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		888			924			949			904	
Approach Delay, s/veh		30.0			16.9			34.3			51.1	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	64.6	16.2	33.1	12.2	68.5	12.0	37.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.3	15.5	11.5	24.6	7.7	2.9	7.6	15.5
Green Ext Time (p_c), s	0.5	4.1	0.5	3.9	0.3	4.7	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Future Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	679	54	118	886	78	75	44	134	132	59	108
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2032	907	140	2034	179	95	189	160	157	253	214
Arrive On Green	0.07	1.00	1.00	0.16	1.00	1.00	0.06	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3217	283	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	49	679	54	118	476	488	75	44	134	132	59	108
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	2032	907	140	1094	1119	95	189	160	157	253	214
V/C Ratio(X)	0.78	0.33	0.06	0.84	0.44	0.44	0.79	0.23	0.84	0.84	0.23	0.50
Avail Cap(c_a), veh/h	251	2032	907	251	1094	1119	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	53.7	0.0	0.0	60.7	53.5	57.2	58.2	49.8	51.8
Incr Delay (d2), s/veh	7.4	0.4	0.1	4.1	1.0	1.0	13.1	0.6	11.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.6	0.3	0.3	2.8	1.4	4.8	4.5	1.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.4	0.1	57.8	1.0	1.0	73.8	54.1	68.4	62.8	50.3	53.6
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		782			1082			253			299	
Approach Delay, s/veh		4.6			7.2			67.5			57.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	81.3	11.4	22.7	8.9	87.1	15.9	18.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.6	2.0	7.6	10.4	5.6	2.0	11.7	13.1
Green Ext Time (p_c), s	0.1	7.0	0.1	0.5	0.0	9.8	0.1	0.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Future Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	599	120	107	682	153	112	484	68	148	747	191
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	202	1393	278	159	1325	297	137	694	97	174	862	385
Arrive On Green	0.12	0.97	0.97	0.05	0.47	0.47	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2874	574	3365	2808	630	1734	3048	426	1734	3460	1543
Grp Volume(v), veh/h	149	360	359	107	420	415	112	274	278	148	747	191
Grp Sat Flow(s),veh/h/ln	1682	1730	1718	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Cycle Q Clear(g_c), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Prop In Lane	1.00		0.33	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	202	839	833	159	816	806	137	394	397	174	862	385
V/C Ratio(X)	0.74	0.43	0.43	0.67	0.51	0.51	0.82	0.69	0.70	0.85	0.87	0.50
Avail Cap(c_a), veh/h	461	839	833	461	816	806	251	494	498	251	987	440
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	1.0	1.0	60.9	23.9	23.9	59.0	46.1	46.1	57.5	46.7	41.8
Incr Delay (d2), s/veh	4.7	1.5	1.5	4.9	2.3	2.3	11.4	3.1	3.2	17.0	7.4	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	2.4	0.7	0.7	1.8	9.4	9.3	4.0	8.4	8.6	5.6	12.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	2.5	2.5	65.8	26.2	26.3	70.4	49.1	49.3	74.5	54.2	42.8
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		868			942			664			1086	
Approach Delay, s/veh		12.5			30.8			52.8			54.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	67.9	14.4	37.3	12.0	66.3	17.2	34.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.1	3.4	10.3	28.9	7.6	24.0	12.9	21.1
Green Ext Time (p_c), s	0.2	4.9	0.1	3.5	0.3	4.5	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	16	72	57	13	35
Future Vol, veh/h	145	16	72	57	13	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	17	78	62	14	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	354	88
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1399	-	618	953
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	583	953
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	953	-	-	1399	-
HCM Lane V/C Ratio	0.024	0.04	-	-	0.056	-
HCM Control Delay (s)	11.3	8.9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	210	56	70	129	34	27	44	101	141	213	14
Future Vol, veh/h	9	210	56	70	129	34	27	44	101	141	213	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	212	57	71	130	34	27	44	102	142	215	14
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	12.2	11.5	12	13.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	30%	0%	100%	56%	0%	100%	56%	0%	94%
Vol Right, %	0%	70%	0%	0%	44%	0%	0%	44%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	145	9	140	126	70	86	77	141	227
LT Vol	27	0	9	0	0	70	0	0	141	0
Through Vol	0	44	0	140	70	0	86	43	0	213
RT Vol	0	101	0	0	56	0	0	34	0	14
Lane Flow Rate	27	146	9	141	127	71	87	78	142	229
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.059	0.277	0.019	0.282	0.242	0.153	0.176	0.15	0.29	0.432
Departure Headway (Hd)	7.813	6.818	7.688	7.177	6.859	7.788	7.277	6.961	7.322	6.776
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	459	527	466	501	523	461	493	516	494	534
Service Time	5.553	4.557	5.427	4.917	4.599	5.528	5.016	4.701	5.022	4.476
HCM Lane V/C Ratio	0.059	0.277	0.019	0.281	0.243	0.154	0.176	0.151	0.287	0.429
HCM Control Delay	11	12.2	10.6	12.7	11.8	11.9	11.6	10.9	13	14.5
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.2	1.1	0.1	1.1	0.9	0.5	0.6	0.5	1.2	2.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	344	130	274	156	0	0	0	0	487	2	63
Future Volume (veh/h)	0	344	130	274	156	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	374	141	298	170	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	858	308	171	1544	0				550	2	491
Arrive On Green	0.00	0.24	0.24	0.10	0.45	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3773	1294	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	342	173	298	170	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1588	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	4.5	4.8	5.1	1.5	0.0				15.6	0.0	1.6
Cycle Q Clear(g_c), s	0.0	4.5	4.8	5.1	1.5	0.0				15.6	0.0	1.6
Prop In Lane	0.00		0.81	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	788	378	171	1544	0				552	0	491
V/C Ratio(X)	0.00	0.43	0.46	1.75	0.11	0.00				0.96	0.00	0.14
Avail Cap(c_a), veh/h	0	1951	935	171	2758	0				552	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	16.9	23.4	8.4	0.0				17.3	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.6	1.5	358.7	0.1	0.0				28.7	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
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.7	18.9	0.5	0.0				9.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.4	18.4	382.1	8.4	0.0				46.1	0.0	12.7
LnGrp LOS	A	B	B	F	A	A				D	A	B
Approach Vol, veh/h		515			468						599	
Approach Delay, s/veh		17.8			246.3						42.3	
Approach LOS		B			F						D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.2		22.6	10.8	18.4
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1
Max Green Setting (Gmax), s		41.3		16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s		3.5		17.6	7.1	6.8
Green Ext Time (p_c), s		1.9		0.0	0.0	5.5

Intersection Summary		
HCM 6th Ctrl Delay		94.7
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	695	0	0	360	360	66	2	245	0	0	0
Future Volume (veh/h)	130	695	0	0	360	360	66	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	143	764	0	0	396	396	73	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	164	1952	0	0	630	562	355	10	324			
Arrive On Green	0.09	0.56	0.00	0.00	0.36	0.36	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1690	46	1543			
Grp Volume(v), veh/h	143	764	0	0	396	396	75	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1737	0	1543			
Q Serve(g_s), s	4.4	6.7	0.0	0.0	10.2	11.9	1.9	0.0	9.0			
Cycle Q Clear(g_c), s	4.4	6.7	0.0	0.0	10.2	11.9	1.9	0.0	9.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	164	1952	0	0	630	562	365	0	324			
V/C Ratio(X)	0.87	0.39	0.00	0.00	0.63	0.70	0.21	0.00	0.83			
Avail Cap(c_a), veh/h	164	2325	0	0	817	729	531	0	471			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.1	6.6	0.0	0.0	14.2	14.7	17.6	0.0	20.4			
Incr Delay (d2), s/veh	35.7	0.2	0.0	0.0	1.8	3.2	0.1	0.0	5.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	1.9	0.0	0.0	3.7	4.0	0.7	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	6.8	0.0	0.0	15.9	17.9	17.7	0.0	25.7			
LnGrp LOS	E	A	A	A	B	B	B	A	C			
Approach Vol, veh/h		907			792			344				
Approach Delay, s/veh		15.2			16.9			24.0				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	25.8		17.4		36.6			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.4	13.9		11.0		8.7			
Green Ext Time (p_c), s	0.0	5.8		0.4		9.4			

Intersection Summary		
HCM 6th Ctrl Delay	17.3	
HCM 6th LOS	B	

Notes

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

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	700	34	20	540	15	46	6	14	9	10	43
Future Vol, veh/h	29	700	34	20	540	15	46	6	14	9	10	43
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	729	35	21	563	16	48	6	15	9	10	45
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	17.9	14.5	10.9	10.4
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	8%	0%	7%	0%	15%
Vol Thru, %	9%	92%	91%	93%	95%	16%
Vol Right, %	21%	0%	9%	0%	5%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	379	384	290	285	62
LT Vol	46	29	0	20	0	9
Through Vol	6	350	350	270	270	10
RT Vol	14	0	34	0	15	43
Lane Flow Rate	69	395	400	302	297	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.131	0.634	0.631	0.504	0.49	0.116
Departure Headway (Hd)	6.841	5.785	5.683	6.009	5.936	6.462
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	524	624	636	598	606	554
Service Time	4.887	3.523	3.422	3.751	3.679	4.511
HCM Lane V/C Ratio	0.132	0.633	0.629	0.505	0.49	0.117
HCM Control Delay	10.9	18.1	17.7	14.7	14.3	10.4
HCM Lane LOS	B	C	C	B	B	B
HCM 95th-tile Q	0.4	4.5	4.4	2.8	2.7	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	419	184	71	336	46	115	588	75	51	709	154
Future Volume (veh/h)	125	419	184	71	336	46	115	588	75	51	709	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	140	471	207	80	378	52	129	661	84	57	797	173
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	165	530	231	101	578	79	154	1007	128	436	1701	759
Arrive On Green	0.10	0.23	0.23	0.06	0.19	0.19	0.09	0.33	0.33	0.17	0.33	0.33
Sat Flow, veh/h	1734	2344	1023	1734	3058	418	1734	3089	392	1734	3460	1543
Grp Volume(v), veh/h	140	347	331	80	213	217	129	370	375	57	797	173
Grp Sat Flow(s),veh/h/ln	1734	1730	1637	1734	1730	1746	1734	1730	1751	1734	1730	1543
Q Serve(g_s), s	10.3	25.2	25.5	5.9	14.8	15.0	9.5	23.8	23.9	3.6	23.7	10.6
Cycle Q Clear(g_c), s	10.3	25.2	25.5	5.9	14.8	15.0	9.5	23.8	23.9	3.6	23.7	10.6
Prop In Lane	1.00		0.62	1.00		0.24	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	165	391	370	101	327	330	154	564	571	436	1701	759
V/C Ratio(X)	0.85	0.89	0.90	0.80	0.65	0.66	0.84	0.66	0.66	0.13	0.47	0.23
Avail Cap(c_a), veh/h	278	431	408	278	431	435	558	564	571	436	1701	759
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.9	48.7	48.8	60.5	48.8	48.8	58.3	37.5	37.6	42.0	30.1	25.7
Incr Delay (d2), s/veh	5.1	18.4	20.5	5.3	2.2	2.2	4.5	5.9	5.8	0.0	0.7	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	4.8	12.9	12.5	2.8	6.6	6.8	4.4	11.0	11.2	1.6	10.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	67.1	69.3	65.7	50.9	51.1	62.8	43.4	43.4	42.0	30.8	26.2
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		818			510			874			1027	
Approach Delay, s/veh		67.3			53.3			46.2			30.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	34.0	15.8	68.5	16.6	29.2	37.3	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 7.5	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	17.9	27.5	11.5	25.7	12.3	17.0	5.6	25.9
Green Ext Time (p_c), s	0.1	1.9	0.2	0.0	0.1	2.2	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	148.7
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	68	44	783	152	153
Future Vol, veh/h	357	68	44	783	152	153
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	72	47	833	162	163
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	34.6	256	17
HCM LOS	D	F	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	783	357	34	34	152	153
LT Vol	0	0	357	0	0	152	0
Through Vol	44	0	0	0	0	0	153
RT Vol	0	783	0	34	34	0	0
Lane Flow Rate	47	833	380	36	36	162	163
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.096	1.539	0.814	0.065	0.048	0.376	0.356
Departure Headway (Hd)	7.366	6.651	8.583	7.348	5.563	9.373	8.853
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	486	550	425	490	648	386	409
Service Time	5.112	4.397	6.283	5.048	3.263	7.073	6.553
HCM Lane V/C Ratio	0.097	1.515	0.894	0.073	0.056	0.42	0.399
HCM Control Delay	10.9	269.8	39.4	10.6	8.5	17.6	16.4
HCM Lane LOS	B	F	E	B	A	C	C
HCM 95th-tile Q	0.3	43.4	7.4	0.2	0.2	1.7	1.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	586	344	255	348	8	73	5	232	3	7	6
Future Volume (veh/h)	4	586	344	255	348	8	73	5	232	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	825	485	359	490	11	103	7	327	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1157	516	274	1675	38	469	28	397	115	227	151
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3460	78	1321	108	1543	141	884	586
Grp Volume(v), veh/h	6	825	485	359	245	256	110	0	327	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1807	1429	0	1543	1611	0	0
Q Serve(g_s), s	0.2	11.2	16.4	8.5	4.6	4.6	2.7	0.0	10.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.2	16.4	8.5	4.6	4.6	3.2	0.0	10.8	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.94		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1157	516	274	838	875	497	0	397	493	0	0
V/C Ratio(X)	0.43	0.71	0.94	1.31	0.29	0.29	0.22	0.00	0.82	0.04	0.00	0.00
Avail Cap(c_a), veh/h	193	1157	516	274	838	875	659	0	573	667	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	15.7	17.4	22.7	8.3	8.3	16.0	0.0	18.9	15.1	0.0	0.0
Incr Delay (d2), s/veh	20.0	2.1	25.5	163.7	0.2	0.2	0.2	0.0	6.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.2	8.7	15.6	1.4	1.5	1.0	0.0	4.1	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	17.8	42.9	186.4	8.5	8.5	16.2	0.0	25.3	15.1	0.0	0.0
LnGrp LOS	D	B	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1316			860			437			22	
Approach Delay, s/veh		27.2			82.8			23.0			15.1	
Approach LOS		C			F			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.3	13.0	22.5	18.3	4.9	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	12.8	10.5	18.4	2.5	2.2	6.6
Green Ext Time (p_c), s	1.1	0.0	0.0	0.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	85	43	51
Future Vol, veh/h	21	11	13	85	43	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	92	47	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	149	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	843	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	835	1046
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	938	-	-	1576	-
HCM Lane V/C Ratio	0.109	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	11	13	69	43	51
Future Vol, veh/h	113	11	13	69	43	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	12	14	75	47	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	232	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1449	-	756	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	748	921
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1449	-
HCM Lane V/C Ratio	0.123	-	-	0.01	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	102	11	15	26	43	60
Future Vol, veh/h	102	11	15	26	43	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	12	16	28	47	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	177	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	813	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	804	935
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1464	-
HCM Lane V/C Ratio	0.128	-	-	0.011	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	349	279	94	375	43
Future Vol, veh/h	11	349	279	94	375	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	379	303	102	408	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	405	0	-	0	568	203
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1150	-	-	-	453	804
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1150	-	-	-	448	804
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	28
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1150	-	-	-	535	804
HCM Lane V/C Ratio	0.01	-	-	-	0.762	0.058
HCM Control Delay (s)	8.2	-	-	-	30.1	9.8
HCM Lane LOS	A	-	-	-	D	A
HCM 95th %tile Q(veh)	0	-	-	-	6.7	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	349	186	47	0	187
Future Vol, veh/h	0	349	186	47	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	379	202	51	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	127
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	900
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	900
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	900
HCM Lane V/C Ratio	-	-	-	0.226
HCM Control Delay (s)	-	-	-	10.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	44	5	67	41	0	4	0	198	278	547	29
Future Volume (veh/h)	0	44	5	67	41	0	4	0	198	278	547	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	49	6	75	46	0	4	0	222	312	615	33
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	523	233	254	267	0	0	0	0	714	705	38
Arrive On Green	0.00	0.15	0.15	0.15	0.15	0.00	0.00	0.00	0.00	0.41	0.41	0.41
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1713	92
Grp Volume(v), veh/h	0	49	6	75	46	0		0.0		312	0	648
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1805
Q Serve(g_s), s	0.0	0.7	0.2	2.3	1.3	0.0				7.6	0.0	19.4
Cycle Q Clear(g_c), s	0.0	0.7	0.2	2.3	1.3	0.0				7.6	0.0	19.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	523	233	254	267	0				714	0	743
V/C Ratio(X)	0.00	0.09	0.03	0.30	0.17	0.00				0.44	0.00	0.87
Avail Cap(c_a), veh/h	0	1758	784	722	758	0				987	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	21.3	22.4	22.0	0.0				12.4	0.0	15.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				0.2	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.1	0.9	0.5	0.0				2.6	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.5	21.3	22.6	22.1	0.0				12.6	0.0	20.8
LnGrp LOS	A	C	C	C	C	A				B	A	C
Approach Vol, veh/h		55			121						960	
Approach Delay, s/veh		21.5			22.4						18.1	
Approach LOS		C			C						B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	14.0	30.7	14.1
Change Period (Y+Rc), s	5.1	6.5	5.5
Max Green Setting (Gmax), s	29.9	33.5	24.5
Max Q Clear Time (g_c+I1), s	2.7	21.4	4.3
Green Ext Time (p_c), s	0.2	2.8	0.2

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	341	13	0	390	568	18	365	488	0	0	0
Future Volume (veh/h)	159	341	13	0	390	568	18	365	488	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	1821	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	185	397	15	0	453	660	21	516	506			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	274	1947	73	0	734	655	20	493	436			
Arrive On Green	0.08	0.57	0.57	0.00	0.42	0.42	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3400	128	0	1821	1543	71	1747	1543			
Grp Volume(v), veh/h	185	202	210	0	453	660	537	0	506			
Grp Sat Flow(s),veh/h/ln	1682	1730	1798	0	1730	1543	1818	0	1543			
Q Serve(g_s), s	3.8	4.0	4.0	0.0	14.4	29.9	19.9	0.0	19.9			
Cycle Q Clear(g_c), s	3.8	4.0	4.0	0.0	14.4	29.9	19.9	0.0	19.9			
Prop In Lane	1.00		0.07	0.00		1.00	0.04		1.00			
Lane Grp Cap(c), veh/h	274	991	1030	0	734	655	514	0	436			
V/C Ratio(X)	0.68	0.20	0.20	0.00	0.62	1.01	1.05	0.00	1.16			
Avail Cap(c_a), veh/h	1448	991	1030	0	734	655	514	0	436			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.4	7.3	7.3	0.0	15.8	20.3	25.3	0.0	25.3			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	2.0	37.0	52.2	0.0	94.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	1.3	1.3	0.0	5.6	16.3	15.4	0.0	18.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	7.3	0.0	17.8	57.2	77.4	0.0	120.1			
LnGrp LOS	C	A	A	A	B	F	F	A	F			
Approach Vol, veh/h		597			1113			1043				
Approach Delay, s/veh		15.1			41.2			98.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.4	35.0		25.0		45.4						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	5.8	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	5.8	31.9		21.9		6.0						
Green Ext Time (p_c), s	0.1	0.0		0.0		1.6						

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	662	42	66	685	7	143	4	42	15	6	8
Future Volume (veh/h)	9	662	42	66	685	7	143	4	42	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	838	53	84	867	9	181	5	53	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	485	2126	134	442	2335	24	263	6	327	62	27	16
Arrive On Green	0.01	0.64	0.64	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3305	209	1734	3508	36	961	27	1543	76	127	75
Grp Volume(v), veh/h	11	439	452	84	428	448	186	0	53	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1784	1734	1730	1815	988	0	1543	278	0	0
Q Serve(g_s), s	0.3	14.5	14.5	2.0	0.0	0.0	0.0	0.0	3.4	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.5	14.5	2.0	0.0	0.0	22.9	0.0	3.4	23.6	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	485	1113	1147	442	1152	1208	268	0	327	104	0	0
V/C Ratio(X)	0.02	0.39	0.39	0.19	0.37	0.37	0.69	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	768	1113	1147	687	1152	1208	268	0	327	104	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	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	10.2	10.2	7.3	0.0	0.0	46.3	0.0	38.6	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.2	0.7	0.7	7.5	0.0	0.2	2.0	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	0.1	5.6	5.7	0.7	0.2	0.2	6.0	0.0	1.3	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	11.2	11.1	7.5	0.7	0.7	53.8	0.0	38.8	43.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		902			960			239			37	
Approach Delay, s/veh		11.1			1.3			50.5			43.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	81.9		30.0	5.4	84.6		30.0
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 4	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	4.0	16.5		25.6	2.3	2.0		24.9
Green Ext Time (p_c), s	0.2	6.9		0.0	0.0	6.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	364	84	55	407	92	143	545	48	56	328	241
Future Volume (veh/h)	251	364	84	55	407	92	143	545	48	56	328	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	302	439	101	66	490	111	172	657	58	67	395	290
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	315	1304	298	85	935	211	199	929	82	86	774	345
Arrive On Green	0.36	0.93	0.93	0.02	0.11	0.11	0.11	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1734	2798	639	1734	2806	632	1734	3217	284	1734	3460	1543
Grp Volume(v), veh/h	302	270	270	66	301	300	172	353	362	67	395	290
Grp Sat Flow(s),veh/h/ln	1734	1730	1706	1734	1730	1707	1734	1730	1770	1734	1730	1543
Q Serve(g_s), s	20.4	1.8	1.9	4.5	19.7	19.9	11.7	21.9	21.9	4.6	12.0	21.6
Cycle Q Clear(g_c), s	20.4	1.8	1.9	4.5	19.7	19.9	11.7	21.9	21.9	4.6	12.0	21.6
Prop In Lane	1.00		0.37	1.00		0.37	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	807	795	85	577	569	199	500	511	86	774	345
V/C Ratio(X)	0.96	0.33	0.34	0.78	0.52	0.53	0.87	0.71	0.71	0.78	0.51	0.84
Avail Cap(c_a), veh/h	315	807	795	243	577	569	272	500	511	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.95	0.95	0.95	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	2.2	2.2	58.4	44.4	44.5	52.2	38.1	38.1	56.4	40.8	44.5
Incr Delay (d2), s/veh	37.6	1.0	1.1	5.4	3.2	3.3	9.3	2.9	2.8	5.7	0.7	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.8	0.8	2.2	9.7	9.7	5.6	9.6	9.9	2.1	5.2	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	3.3	3.3	63.8	47.6	47.7	61.5	41.0	41.0	62.2	41.6	57.9
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		842			667			887			752	
Approach Delay, s/veh		29.1			49.3			45.0			49.7	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	60.5	18.0	31.4	26.0	44.6	10.1	39.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.5	3.9	13.7	23.6	22.4	21.9	6.6	23.9
Green Ext Time (p_c), s	0.0	5.2	0.1	3.3	0.0	2.8	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	354	31	21	416	116	35	96	30	18	64	74
Future Volume (veh/h)	75	354	31	21	416	116	35	96	30	18	64	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	100	472	41	28	555	155	47	128	40	24	85	99
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	2255	195	35	1735	483	77	163	47	53	123	129
Arrive On Green	0.14	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3222	279	1734	2673	744	246	985	281	116	739	776
Grp Volume(v), veh/h	100	253	260	28	358	352	215	0	0	208	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1771	1734	1730	1687	1512	0	0	1630	0	0
Q Serve(g_s), s	6.7	0.0	0.0	1.9	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.9	0.0	0.0	16.8	0.0	0.0	14.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.44	0.22		0.19	0.12		0.48
Lane Grp Cap(c), veh/h	123	1211	1239	35	1123	1095	287	0	0	304	0	0
V/C Ratio(X)	0.81	0.21	0.21	0.80	0.32	0.32	0.75	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	214	1211	1239	214	1123	1095	506	0	0	523	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	57.3	0.0	0.0	48.5	0.0	0.0	47.7	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.4	0.4	29.5	0.7	0.7	3.9	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.1	1.1	0.2	0.2	6.6	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.4	0.4	86.8	0.7	0.7	52.4	0.0	0.0	50.4	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		613			738			215			208	
Approach Delay, s/veh		10.5			3.9			52.4			50.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.9		24.5	12.7	82.8		24.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.5	8.7	2.0		18.8
Green Ext Time (p_c), s	0.0	3.5		1.2	0.1	5.3		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	268	69	124	396	78	125	712	66	146	626	74
Future Volume (veh/h)	80	268	69	124	396	78	125	712	66	146	626	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	89	298	77	138	440	87	139	791	73	162	696	82
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1106	281	550	1219	239	166	870	80	189	987	440
Arrive On Green	0.09	0.81	0.81	0.06	0.42	0.42	0.10	0.27	0.27	0.11	0.29	0.29
Sat Flow, veh/h	1734	2732	694	1734	2883	566	1734	3203	295	1734	3460	1543
Grp Volume(v), veh/h	89	187	188	138	263	264	139	427	437	162	696	82
Grp Sat Flow(s),veh/h/ln	1734	1730	1696	1734	1730	1719	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.6	3.2	3.3	5.5	12.4	12.6	9.5	28.7	28.7	11.0	21.6	4.8
Cycle Q Clear(g_c), s	3.6	3.2	3.3	5.5	12.4	12.6	9.5	28.7	28.7	11.0	21.6	4.8
Prop In Lane	1.00		0.41	1.00		0.33	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	416	700	686	550	732	727	166	470	480	189	987	440
V/C Ratio(X)	0.21	0.27	0.27	0.25	0.36	0.36	0.84	0.91	0.91	0.86	0.71	0.19
Avail Cap(c_a), veh/h	581	700	686	683	732	727	315	492	502	315	987	440
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	7.1	7.1	18.5	23.6	23.6	53.4	42.3	42.3	52.5	38.4	32.4
Incr Delay (d2), s/veh	0.1	0.9	1.0	0.1	1.4	1.4	4.3	20.6	20.3	5.5	2.4	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	1.4	1.2	1.2	2.2	5.3	5.4	4.3	14.8	15.1	5.1	9.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	8.0	8.1	18.6	24.9	25.0	57.6	62.9	62.6	58.1	40.8	32.6
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		464			665			1003			940	
Approach Delay, s/veh		10.1			23.7			62.0			43.1	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	53.5	15.7	39.1	9.6	55.6	17.3	37.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 7	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.5	5.3	11.5	23.6	5.6	14.6	13.0	30.7
Green Ext Time (p_c), s	0.1	1.9	0.1	4.2	0.1	2.4	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	22	9	88	57	72	214	98	64	149	95	364
Future Vol, veh/h	17	22	9	88	57	72	214	98	64	149	95	364
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	24	10	97	63	79	235	108	70	164	104	400
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.2	12.5	13.9	22.8
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	76%	0%	100%	0%
Vol Thru, %	0%	60%	0%	71%	24%	28%	0%	21%
Vol Right, %	0%	40%	0%	29%	0%	72%	0%	79%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	162	17	31	117	101	149	459
LT Vol	214	0	17	0	88	0	149	0
Through Vol	0	98	0	22	29	29	0	95
RT Vol	0	64	0	9	0	72	0	364
Lane Flow Rate	235	178	19	34	128	110	164	504
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.456	0.306	0.044	0.073	0.274	0.209	0.305	0.788
Departure Headway (Hd)	6.973	6.183	8.437	7.712	7.704	6.805	6.695	5.625
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	577	427	467	465	525	534	641
Service Time	4.757	3.967	6.137	5.412	5.489	4.589	4.469	3.398
HCM Lane V/C Ratio	0.458	0.308	0.044	0.073	0.275	0.21	0.307	0.786
HCM Control Delay	15.5	11.7	11.5	11	13.4	11.4	12.4	26.2
HCM Lane LOS	C	B	B	B	B	B	B	D
HCM 95th-tile Q	2.4	1.3	0.1	0.2	1.1	0.8	1.3	7.7

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	224	210	98	88	23
Future Vol, veh/h	29	224	210	98	88	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	264	247	115	104	27
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.6	9.3	9.8
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	28%	0%	0%	0%	79%
Vol Thru, %	72%	100%	100%	42%	0%
Vol Right, %	0%	0%	0%	58%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	149	140	168	111
LT Vol	29	0	0	0	88
Through Vol	75	149	140	70	0
RT Vol	0	0	0	98	23
Lane Flow Rate	122	176	165	198	131
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.182	0.255	0.237	0.262	0.195
Departure Headway (Hd)	5.367	5.226	5.183	4.772	5.384
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	666	685	690	749	663
Service Time	3.12	2.979	2.932	2.521	3.443
HCM Lane V/C Ratio	0.183	0.257	0.239	0.264	0.198
HCM Control Delay	9.3	9.8	9.5	9.2	9.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.7	1	0.9	1	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	156	140	55	181	42	38	588	65	24	388	48
Future Volume (veh/h)	49	156	140	55	181	42	38	588	65	24	388	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	54	171	154	60	199	46	42	646	71	26	426	53
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	69	976	823	77	1549	350	54	758	83	34	711	88
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.03	0.24	0.24	0.02	0.23	0.23
Sat Flow, veh/h	1734	1780	1501	1734	2803	634	1734	3144	345	1734	3099	383
Grp Volume(v), veh/h	54	166	159	60	121	124	42	355	362	26	237	242
Grp Sat Flow(s),veh/h/ln	1734	1730	1551	1734	1730	1707	1734	1730	1759	1734	1730	1752
Q Serve(g_s), s	3.7	5.7	6.2	4.1	4.0	4.2	2.9	23.5	23.6	1.8	14.7	14.8
Cycle Q Clear(g_c), s	3.7	5.7	6.2	4.1	4.0	4.2	2.9	23.5	23.6	1.8	14.7	14.8
Prop In Lane	1.00		0.97	1.00		0.37	1.00		0.20	1.00		0.22
Lane Grp Cap(c), veh/h	69	949	850	77	956	944	54	417	424	34	397	402
V/C Ratio(X)	0.78	0.17	0.19	0.78	0.13	0.13	0.78	0.85	0.85	0.78	0.60	0.60
Avail Cap(c_a), veh/h	228	949	850	228	956	944	272	525	534	272	525	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	0.63	0.63	0.63	0.82	0.82	0.82
Uniform Delay (d), s/veh	57.1	13.5	13.6	56.7	12.9	12.9	57.7	43.5	43.5	58.6	41.3	41.3
Incr Delay (d2), s/veh	16.7	0.4	0.5	15.3	0.3	0.3	14.2	6.9	6.9	26.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.3	2.3	2.1	1.6	1.7	1.5	10.8	11.0	1.0	6.4	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	13.9	14.1	72.0	13.2	13.2	72.0	50.4	50.4	84.7	42.4	42.5
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		379			305			759			505	
Approach Delay, s/veh		22.5			24.8			51.6			44.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	70.4	7.9	32.1	9.0	70.9	6.5	33.5
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.1	8.2	4.9	16.8	5.7	6.2	3.8	25.6
Green Ext Time (p_c), s	0.1	2.0	0.1	2.8	0.1	1.4	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	23	73	357	130	65
Future Vol, veh/h	33	23	73	357	130	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	26	81	397	144	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	739	180	216	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	385	863	1354	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	355	863	1354	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1354	-	355	863	-	-
HCM Lane V/C Ratio	0.06	-	0.103	0.03	-	-
HCM Control Delay (s)	7.8	0	16.3	9.3	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	398	2	32	436	210	1	190	21	47	56	45
Future Volume (veh/h)	0	398	2	32	436	210	1	190	21	47	56	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	437	2	35	479	231	1	209	23	52	62	49
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	614	3	68	955	493	265	311	34	174	182	144
Arrive On Green	0.00	0.17	0.17	0.88	0.88	0.88	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	0	3623	16	155	2162	1117	1282	1612	177	1148	942	745
Grp Volume(v), veh/h	0	214	225	410	0	335	1	0	232	52	0	111
Grp Sat Flow(s),veh/h/ln	0	1730	1818	1813	0	1620	1282	0	1789	1148	0	1687
Q Serve(g_s), s	0.0	9.3	9.3	3.8	0.0	3.3	0.1	0.0	9.6	3.5	0.0	4.5
Cycle Q Clear(g_c), s	0.0	9.3	9.3	3.8	0.0	3.3	4.6	0.0	9.6	13.1	0.0	4.5
Prop In Lane	0.00		0.01	0.09		0.69	1.00		0.10	1.00		0.44
Lane Grp Cap(c), veh/h	0	301	316	801	0	716	265	0	346	174	0	326
V/C Ratio(X)	0.00	0.71	0.71	0.51	0.00	0.47	0.00	0.00	0.67	0.30	0.00	0.34
Avail Cap(c_a), veh/h	0	301	316	801	0	716	416	0	557	309	0	525
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)	0.00	0.92	0.92	0.97	0.00	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.2	31.2	2.8	0.0	2.8	29.9	0.0	29.9	36.0	0.0	27.9
Incr Delay (d2), s/veh	0.0	12.4	11.9	2.3	0.0	2.1	0.0	0.0	0.8	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	5.0	1.4	0.0	1.1	0.0	0.0	4.1	1.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.6	43.0	5.1	0.0	4.9	29.9	0.0	30.8	36.4	0.0	28.1
LnGrp LOS	A	D	D	A	A	A	C	A	C	D	A	C
Approach Vol, veh/h		439			745			233			163	
Approach Delay, s/veh		43.3			5.0			30.8			30.7	
Approach LOS		D			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.4		20.6		19.0		20.6				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		5.8		15.1		11.3		11.6				
Green Ext Time (p_c), s		3.2		0.3		0.5		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	279	103	257	416	0	0	0	0	297	3	265
Future Volume (veh/h)	0	279	103	257	416	0	0	0	0	297	3	265
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	317	117	292	473	0				433	0	202
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1939	675	369	2426	0				594	0	264
Arrive On Green	0.00	0.53	0.53	0.11	0.70	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3804	1268	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	287	147	292	473	0				433	0	202
Grp Sat Flow(s),veh/h/ln	0	1657	1593	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.5	3.8	6.8	3.8	0.0				9.5	0.0	10.0
Cycle Q Clear(g_c), s	0.0	3.5	3.8	6.8	3.8	0.0				9.5	0.0	10.0
Prop In Lane	0.00		0.80	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1766	849	369	2426	0				594	0	264
V/C Ratio(X)	0.00	0.16	0.17	0.79	0.19	0.00				0.73	0.00	0.76
Avail Cap(c_a), veh/h	0	1766	849	379	2426	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.66	0.66	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.6	9.6	34.7	4.1	0.0				31.4	0.0	31.6
Incr Delay (d2), s/veh	0.0	0.1	0.3	7.2	0.1	0.0				1.7	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	3.1	1.1	0.0				4.0	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.7	9.9	41.9	4.3	0.0				33.1	0.0	36.2
LnGrp LOS	A	A	A	D	A	A				C	A	D
Approach Vol, veh/h		434			765						635	
Approach Delay, s/veh		9.8			18.6						34.1	
Approach LOS		A			B						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.2	18.8	13.5	47.7
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	5.8	12.0	8.8	5.8
Green Ext Time (p_c), s	2.3	1.7	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	460	0	0	429	326	252	28	391	0	0	0
Future Volume (veh/h)	211	460	0	0	429	326	252	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	224	489	0	0	456	347	189	0	521			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	353	1880	0	0	624	473	396	0	705			
Arrive On Green	0.11	0.54	0.00	0.00	0.33	0.33	0.23	0.00	0.23			
Sat Flow, veh/h	3365	3551	0	0	1966	1421	1734	0	3087			
Grp Volume(v), veh/h	224	489	0	0	421	382	189	0	521			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1565	1734	0	1543			
Q Serve(g_s), s	2.9	3.4	0.0	0.0	9.6	9.6	4.2	0.0	7.0			
Cycle Q Clear(g_c), s	2.9	3.4	0.0	0.0	9.6	9.6	4.2	0.0	7.0			
Prop In Lane	1.00		0.00	0.00		0.91	1.00		1.00			
Lane Grp Cap(c), veh/h	353	1880	0	0	576	521	396	0	705			
V/C Ratio(X)	0.63	0.26	0.00	0.00	0.73	0.73	0.48	0.00	0.74			
Avail Cap(c_a), veh/h	377	2851	0	0	1050	950	699	0	1244			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	19.2	5.4	0.0	0.0	13.1	13.1	14.9	0.0	16.0			
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.0	0.7	0.8	0.3	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			
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.0	0.0	3.1	2.8	1.5	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	5.4	0.0	0.0	13.8	13.9	15.3	0.0	16.6			
LnGrp LOS	C	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		713			803			710				
Approach Delay, s/veh		10.5			13.8			16.2				
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.4	20.0		15.3		29.4			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s*	5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	4.9	11.6		9.0		5.4			
Green Ext Time (p_c), s	0.0	3.3		1.2		2.3			

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	659	4	18	491	62	23	7	12	68	7	135
Future Volume (veh/h)	67	659	4	18	491	62	23	7	12	68	7	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	76	749	5	20	558	70	26	8	14	77	8	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	2303	15	30	1902	238	52	18	31	188	8	160
Arrive On Green	0.06	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3523	24	1734	3094	387	1734	594	1040	1734	77	1478
Grp Volume(v), veh/h	76	368	386	20	311	317	26	0	22	77	0	161
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1751	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.2	9.0	9.0	1.1	0.0	0.0	1.4	0.0	1.3	4.0	0.0	9.9
Cycle Q Clear(g_c), s	4.2	9.0	9.0	1.1	0.0	0.0	1.4	0.0	1.3	4.0	0.0	9.9
Prop In Lane	1.00		0.01	1.00		0.22	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	98	1131	1188	30	1063	1076	52	0	49	188	0	168
V/C Ratio(X)	0.78	0.33	0.33	0.67	0.29	0.29	0.50	0.00	0.45	0.41	0.00	0.96
Avail Cap(c_a), veh/h	267	1131	1188	267	1063	1076	441	0	415	188	0	168
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	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	7.3	7.3	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.6
Incr Delay (d2), s/veh	11.9	0.7	0.7	22.5	0.7	0.7	7.2	0.0	6.3	1.4	0.0	56.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.2	3.3	0.6	0.2	0.2	0.7	0.0	0.6	1.8	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	8.0	8.0	68.5	0.7	0.7	53.0	0.0	52.0	41.4	0.0	98.7
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		830			648			48			238	
Approach Delay, s/veh		12.5			2.8			52.6			80.2	
Approach LOS		B			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	67.7		15.0	9.6	63.9		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.1	11.0		11.9	6.2	2.0		3.4
Green Ext Time (p_c), s	0.0	4.4		0.0	0.1	4.1		0.1

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	702	19	6	464	34	21	12	22	22	20	36
Future Volume (veh/h)	20	702	19	6	464	34	21	12	22	22	20	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	23	798	22	7	527	39	24	14	25	25	23	41
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	895	25	738	2200	162	30	18	32	32	30	53
Arrive On Green	0.04	0.52	0.52	0.43	0.67	0.67	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3439	95	1734	3267	241	636	371	663	466	429	765
Grp Volume(v), veh/h	23	401	419	7	279	287	63	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1804	1734	1730	1778	1670	0	0	1660	0	0
Q Serve(g_s), s	1.3	19.9	19.9	0.2	6.0	6.0	3.6	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	19.9	19.9	0.2	6.0	6.0	3.6	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.14	0.38		0.40	0.28		0.46
Lane Grp Cap(c), veh/h	33	450	469	738	1165	1197	80	0	0	114	0	0
V/C Ratio(X)	0.69	0.89	0.89	0.01	0.24	0.24	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	528	738	1165	1197	181	0	0	422	0	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	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.8	21.8	15.9	6.1	6.1	45.2	0.0	0.0	44.0	0.0	0.0
Incr Delay (d2), s/veh	8.8	21.7	21.0	0.0	0.5	0.5	6.4	0.0	0.0	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.0	8.2	0.1	2.1	2.1	1.6	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	43.5	42.8	15.9	6.6	6.6	51.6	0.0	0.0	48.2	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		843			573			63			89	
Approach Delay, s/veh		43.5			6.7			51.6			48.2	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	29.9		11.2	6.0	69.6		9.2				
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	14.8	* 28		24.4	* 15	28.1		10.4				
Max Q Clear Time (g_c+I1), s	12.2	21.9		7.1	3.3	8.0		5.6				
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	4.2		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	450	89	149	334	101	118	540	162	81	445	81
Future Volume (veh/h)	128	450	89	149	334	101	118	540	162	81	445	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	144	506	100	167	375	113	133	607	182	91	500	91
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	204	1838	820	225	1413	420	190	727	428	143	679	396
Arrive On Green	0.06	0.53	0.53	0.13	1.00	1.00	0.11	0.42	0.42	0.04	0.20	0.20
Sat Flow, veh/h	3365	3460	1543	3365	2628	782	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	144	506	100	167	245	243	133	607	182	91	500	91
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1680	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.0	9.6	3.9	5.7	0.0	0.0	4.6	18.8	9.8	3.2	16.3	5.6
Cycle Q Clear(g_c), s	5.0	9.6	3.9	5.7	0.0	0.0	4.6	18.8	9.8	3.2	16.3	5.6
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	1838	820	225	930	903	190	727	428	143	679	396
V/C Ratio(X)	0.71	0.28	0.12	0.74	0.26	0.27	0.70	0.83	0.43	0.64	0.74	0.23
Avail Cap(c_a), veh/h	471	1838	820	471	930	903	499	1078	584	471	1050	562
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.90	0.90	0.90	0.78	0.78	0.78	0.80	0.80	0.80
Uniform Delay (d), s/veh	55.3	15.4	14.1	51.0	0.0	0.0	52.3	32.9	25.6	56.5	45.3	35.2
Incr Delay (d2), s/veh	4.2	0.3	0.3	4.3	0.6	0.7	3.7	3.0	0.5	3.7	1.3	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	2.3	3.9	1.4	2.4	0.2	0.2	2.0	6.6	3.2	1.4	7.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	15.8	14.4	55.3	0.6	0.7	55.9	35.9	26.1	60.3	46.6	35.5
LnGrp LOS	E	B	B	E	A	A	E	D	C	E	D	D
Approach Vol, veh/h		750			655			922			682	
Approach Delay, s/veh		24.0			14.6			36.8			46.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	68.7	11.0	28.2	11.5	69.4	9.3	29.8
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.7	11.6	6.6	18.3	7.0	2.0	5.2	20.8
Green Ext Time (p_c), s	0.3	3.6	0.3	3.5	0.3	3.2	0.2	4.4

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	552	11	16	577	128	21	40	27	120	40	77
Future Volume (veh/h)	79	552	11	16	577	128	21	40	27	120	40	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	690	14	20	721	160	26	50	34	150	50	96
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	680	2247	1002	28	753	167	34	152	129	177	302	256
Arrive On Green	0.78	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.17	0.17
Sat Flow, veh/h	1734	3460	1543	1734	2814	624	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	99	690	14	20	443	438	26	50	34	150	50	96
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1709	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.7	0.0	0.0	1.4	30.6	30.6	1.8	3.1	2.5	10.2	2.8	2.9
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.4	30.6	30.6	1.8	3.1	2.5	10.2	2.8	2.9
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	680	2247	1002	28	463	457	34	152	129	177	302	256
V/C Ratio(X)	0.15	0.31	0.01	0.71	0.96	0.96	0.78	0.33	0.26	0.85	0.17	0.37
Avail Cap(c_a), veh/h	680	2247	1002	228	463	457	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	59.4	54.0	54.0	58.6	51.8	51.6	53.0	42.9	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.4	28.3	28.6	30.8	1.3	1.1	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	17.9	17.7	1.1	1.5	1.0	4.7	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	0.3	0.0	68.8	82.3	82.6	89.4	53.1	52.6	57.2	43.2	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		803			901			110			296	
Approach Delay, s/veh		1.3			82.2			61.5			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	82.8	6.5	24.5	52.0	37.0	16.4	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.4	2.0	3.8	4.9	3.7	32.6	12.2	5.1
Green Ext Time (p_c), s	0.0	6.6	0.0	0.6	0.1	0.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	418	90	80	505	130	136	682	55	133	608	127
Future Volume (veh/h)	169	418	90	80	505	130	136	682	55	133	608	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	186	459	99	88	555	143	149	749	60	146	668	140
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	249	1244	267	139	1107	284	176	871	70	173	923	412
Arrive On Green	0.02	0.14	0.14	0.04	0.41	0.41	0.10	0.27	0.27	0.10	0.27	0.27
Sat Flow, veh/h	3365	2835	607	3365	2725	700	1734	3245	260	1734	3460	1543
Grp Volume(v), veh/h	186	279	279	88	352	346	149	399	410	146	668	140
Grp Sat Flow(s),veh/h/ln	1682	1730	1712	1682	1730	1695	1734	1730	1774	1734	1730	1543
Q Serve(g_s), s	6.6	17.5	17.7	3.1	18.2	18.3	10.1	26.3	26.4	9.9	21.1	8.8
Cycle Q Clear(g_c), s	6.6	17.5	17.7	3.1	18.2	18.3	10.1	26.3	26.4	9.9	21.1	8.8
Prop In Lane	1.00		0.35	1.00		0.41	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	249	759	751	139	703	688	176	465	476	173	923	412
V/C Ratio(X)	0.75	0.37	0.37	0.63	0.50	0.50	0.85	0.86	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	759	751	443	703	688	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	36.3	36.4	56.6	26.6	26.6	53.0	41.7	41.7	53.1	40.0	35.5
Incr Delay (d2), s/veh	4.2	1.3	1.3	4.7	2.5	2.6	20.0	10.5	10.3	19.3	1.7	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	3.0	8.4	8.4	1.4	7.9	7.8	5.4	12.4	12.7	5.2	9.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	37.6	37.7	61.3	29.1	29.2	73.0	52.2	52.0	72.4	41.7	36.0
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		744			786			958			954	
Approach Delay, s/veh		43.6			32.8			55.4			45.5	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	57.6	16.4	36.9	13.1	53.6	16.2	37.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.1	19.7	12.1	23.1	8.6	20.3	11.9	28.4
Green Ext Time (p_c), s	0.1	2.4	0.1	4.6	0.3	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	37	45	285	392	10
Future Volume (veh/h)	4	37	45	285	392	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	4	40	49	310	436	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	663	78	496	833	371
Arrive On Green	0.00	0.36	0.36	0.36	0.24	0.00
Sat Flow, veh/h	0	1821	215	1361	3469	1543
Grp Volume(v), veh/h	0	40	0	359	436	0
Grp Sat Flow(s),veh/h/ln	0	1821	0	1576	1734	1543
Q Serve(g_s), s	0.0	0.3	0.0	4.3	2.5	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.0	4.3	2.5	0.0
Prop In Lane	0.00			0.86	1.00	1.00
Lane Grp Cap(c), veh/h	0	663	0	574	833	371
V/C Ratio(X)	0.00	0.06	0.00	0.63	0.52	0.00
Avail Cap(c_a), veh/h	0	3435	0	1414	2760	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.7	0.0	6.0	7.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.7	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.7	0.0	7.1	8.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		40	359		436	
Approach Delay, s/veh		4.7	7.1		8.0	
Approach LOS		A	A		A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	12.8		10.0	0.0	12.8
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	42.9		18.1	18.0	20.4
Max Q Clear Time (g_c+I1), s	2.3		4.5	0.0	6.3
Green Ext Time (p_c), s	0.2		1.4	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	107.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	525	143	363	284	91	115	146	288	15	68	7
Future Vol, veh/h	4	525	143	363	284	91	115	146	288	15	68	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	590	161	408	319	102	129	164	324	17	76	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	93.3	78.8	176.6	20.2
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	34%	0%	100%	55%	0%	100%	51%	0%	91%
Vol Right, %	0%	66%	0%	0%	45%	0%	0%	49%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	434	4	350	318	363	189	186	15	75
LT Vol	115	0	4	0	0	363	0	0	15	0
Through Vol	0	146	0	350	175	0	189	95	0	68
RT Vol	0	288	0	0	143	0	0	91	0	7
Lane Flow Rate	129	488	4	393	357	408	213	209	17	84
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.4	1.382	0.013	1.093	0.962	1.158	0.574	0.543	0.059	0.283
Departure Headway (Hd)	11.625	10.641	11.68	11.155	10.824	11.179	10.653	10.293	13.639	13.05
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	311	346	308	330	339	326	340	353	264	277
Service Time	9.325	8.341	9.38	8.855	8.524	8.879	8.353	7.993	11.339	10.75
HCM Lane V/C Ratio	0.415	1.41	0.013	1.191	1.053	1.252	0.626	0.592	0.064	0.303
HCM Control Delay	21.9	217.6	14.5	111.8	74	133.6	26.8	24.6	17.2	20.8
HCM Lane LOS	C	F	B	F	F	F	D	C	C	C
HCM 95th-tile Q	1.9	23.6	0	13.5	10.2	15.4	3.4	3.1	0.2	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	624	170	222	484	0	0	0	0	321	0	274
Future Volume (veh/h)	0	624	170	222	484	0	0	0	0	321	0	274
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	701	191	249	544	0				361	0	308
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1337	360	156	1845	0				437	0	389
Arrive On Green	0.00	0.34	0.34	0.09	0.53	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	4063	1048	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	595	297	249	544	0				361	0	308
Grp Sat Flow(s),veh/h/ln	0	1657	1632	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	8.2	8.3	5.1	4.9	0.0				11.2	0.0	10.6
Cycle Q Clear(g_c), s	0.0	8.2	8.3	5.1	4.9	0.0				11.2	0.0	10.6
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1137	560	156	1845	0				437	0	389
V/C Ratio(X)	0.00	0.52	0.53	1.60	0.29	0.00				0.83	0.00	0.79
Avail Cap(c_a), veh/h	0	1780	877	156	2516	0				504	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	25.8	7.3	0.0				20.1	0.0	19.8
Incr Delay (d2), s/veh	0.0	0.6	1.3	297.4	0.2	0.0				9.7	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	2.9	14.8	1.5	0.0				5.2	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.6	16.3	323.2	7.5	0.0				29.7	0.0	28.1
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		892			793						669	
Approach Delay, s/veh		15.8			106.6						29.0	
Approach LOS		B			F						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	36.4	20.4	10.8	25.6
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	6.9	13.2	7.1	10.3
Green Ext Time (p_c), s	6.8	1.1	0.0	9.2

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	665	0	0	561	449	160	3	351	0	0	0
Future Volume (veh/h)	308	665	0	0	561	449	160	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	338	731	0	0	616	493	176	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	138	1915	0	0	705	563	438	7	396			
Arrive On Green	0.08	0.55	0.00	0.00	0.39	0.39	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1920	1460	1707	29	1543			
Grp Volume(v), veh/h	338	731	0	0	583	526	179	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1558	1736	0	1543			
Q Serve(g_s), s	5.1	7.7	0.0	0.0	20.1	20.1	5.5	0.0	15.9			
Cycle Q Clear(g_c), s	5.1	7.7	0.0	0.0	20.1	20.1	5.5	0.0	15.9			
Prop In Lane	1.00		0.00	0.00		0.94	0.98		1.00			
Lane Grp Cap(c), veh/h	138	1915	0	0	667	601	446	0	396			
V/C Ratio(X)	2.46	0.38	0.00	0.00	0.87	0.88	0.40	0.00	0.97			
Avail Cap(c_a), veh/h	138	1954	0	0	686	618	446	0	396			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.6	8.1	0.0	0.0	18.3	18.3	19.8	0.0	23.7			
Incr Delay (d2), s/veh	676.4	0.2	0.0	0.0	12.4	13.8	0.2	0.0	38.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	27.9	2.4	0.0	0.0	9.4	8.7	2.1	0.0	9.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	706.0	8.3	0.0	0.0	30.7	32.2	20.0	0.0	61.8			
LnGrp LOS	F	A	A	A	C	C	C	A	E			
Approach Vol, veh/h		1069			1109			565				
Approach Delay, s/veh		228.9			31.4			48.6				
Approach LOS		F			C			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	30.9		22.6		41.7			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	7.1	22.1		17.9		9.7			
Green Ext Time (p_c), s	0.0	2.6		0.0		8.8			

Intersection Summary		
HCM 6th Ctrl Delay	111.9	
HCM 6th LOS	F	

Notes

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

Intersection	
Intersection Delay, s/veh	25.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	713	16	11	664	7	123	24	9	19	14	31
Future Vol, veh/h	43	713	16	11	664	7	123	24	9	19	14	31
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	792	18	12	738	8	137	27	10	21	16	34
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	30.5	24.5	14.6	12
HCM LOS	D	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	11%	0%	3%	0%	30%
Vol Thru, %	15%	89%	96%	97%	98%	22%
Vol Right, %	6%	0%	4%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	400	373	343	339	64
LT Vol	123	43	0	11	0	19
Through Vol	24	357	357	332	332	14
RT Vol	9	0	16	0	7	31
Lane Flow Rate	173	444	414	381	377	71
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.357	0.822	0.757	0.715	0.703	0.149
Departure Headway (Hd)	7.407	6.67	6.584	6.754	6.723	7.541
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	537	546	530	535	472
Service Time	5.481	4.465	4.379	4.552	4.521	5.639
HCM Lane V/C Ratio	0.357	0.827	0.758	0.719	0.705	0.15
HCM Control Delay	14.6	33.5	27.3	24.9	24.1	12
HCM Lane LOS	B	D	D	C	C	B
HCM 95th-tile Q	1.6	8.2	6.6	5.8	5.5	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	535	260	47	414	41	150	614	56	45	551	83
Future Volume (veh/h)	116	535	260	47	414	41	150	614	56	45	551	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	130	601	292	53	465	46	169	690	63	51	619	93
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	156	610	296	68	698	69	196	999	91	398	1492	665
Arrive On Green	0.09	0.27	0.27	0.04	0.22	0.22	0.11	0.31	0.31	0.30	0.57	0.57
Sat Flow, veh/h	1734	2258	1096	1734	3181	314	1734	3206	292	1734	3460	1543
Grp Volume(v), veh/h	130	460	433	53	252	259	169	372	381	51	619	93
Grp Sat Flow(s),veh/h/ln	1734	1730	1624	1734	1730	1765	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	8.8	31.8	31.8	3.6	16.0	16.1	11.5	22.6	22.7	2.6	12.0	3.4
Cycle Q Clear(g_c), s	8.8	31.8	31.8	3.6	16.0	16.1	11.5	22.6	22.7	2.6	12.0	3.4
Prop In Lane	1.00		0.68	1.00		0.18	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	156	467	438	68	379	387	196	539	551	398	1492	665
V/C Ratio(X)	0.83	0.99	0.99	0.78	0.66	0.67	0.86	0.69	0.69	0.13	0.41	0.14
Avail Cap(c_a), veh/h	243	467	438	243	467	476	286	539	551	398	1492	665
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	53.7	43.6	43.6	57.1	42.8	42.9	52.3	36.2	36.2	33.0	17.1	15.3
Incr Delay (d2), s/veh	7.7	37.8	39.3	7.1	2.6	2.6	11.9	7.1	7.0	0.0	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	4.2	18.4	17.4	1.7	7.1	7.3	5.6	10.6	10.8	1.1	4.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	81.4	82.9	64.2	45.4	45.5	64.2	43.3	43.2	33.1	17.8	15.6
LnGrp LOS	E	F	F	E	D	D	E	D	D	C	B	B
Approach Vol, veh/h		1023			564			922			763	
Approach Delay, s/veh		79.5			47.2			47.1			18.6	
Approach LOS		E			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	37.0	17.8	56.3	15.0	30.9	32.1	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 7	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	5.6	33.8	13.5	14.0	10.8	18.1	4.6	24.7
Green Ext Time (p_c), s	0.0	0.0	0.1	5.3	0.1	2.6	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	260	171	183	179	163
Future Vol, veh/h	177	260	171	183	179	163
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	292	192	206	201	183
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	11.5	13.2	14.5
HCM LOS	B	B	B

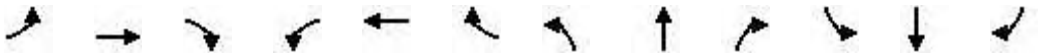
Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	183	177	130	130	179	163
LT Vol	0	0	177	0	0	179	0
Through Vol	171	0	0	0	0	0	163
RT Vol	0	183	0	130	130	0	0
Lane Flow Rate	192	206	199	146	146	201	183
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.373	0.359	0.399	0.244	0.172	0.417	0.354
Departure Headway (Hd)	6.997	6.285	7.225	6.008	4.249	7.457	6.949
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	568	497	594	836	481	515
Service Time	4.779	4.067	4.996	3.778	2.018	5.237	4.729
HCM Lane V/C Ratio	0.376	0.363	0.4	0.246	0.175	0.418	0.355
HCM Control Delay	13.9	12.6	14.8	10.7	7.9	15.5	13.5
HCM Lane LOS	B	B	B	B	A	C	B
HCM 95th-tile Q	1.7	1.6	1.9	1	0.6	2	1.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	168	123	91	276	2	162	16	173	4	14	7
Future Volume (veh/h)	35	168	123	91	276	2	162	16	173	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	237	173	128	389	3	228	23	244	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	732	326	182	920	7	563	37	422	155	303	127
Arrive On Green	0.05	0.21	0.21	0.10	0.26	0.26	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1734	3460	1543	1734	3519	27	1295	135	1543	99	1110	465
Grp Volume(v), veh/h	49	237	173	128	191	201	251	0	244	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1816	1430	0	1543	1674	0	0
Q Serve(g_s), s	0.9	1.9	3.3	2.3	3.0	3.0	4.5	0.0	4.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.9	3.3	2.3	3.0	3.0	5.0	0.0	4.5	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.91		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	95	732	326	182	452	475	599	0	422	585	0	0
V/C Ratio(X)	0.51	0.32	0.53	0.70	0.42	0.42	0.42	0.00	0.58	0.06	0.00	0.00
Avail Cap(c_a), veh/h	316	1894	845	448	1079	1132	1072	0	939	1113	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	11.0	11.5	14.2	10.1	10.1	10.5	0.0	10.3	8.9	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.3	1.3	4.9	0.6	0.6	0.5	0.0	1.3	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	0.4	0.6	1.0	1.0	0.9	0.9	1.2	0.0	1.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	11.2	12.8	19.1	10.7	10.7	10.9	0.0	11.6	8.9	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	A	A	A
Approach Vol, veh/h		459			520			495			36	
Approach Delay, s/veh		12.7			12.8			11.3			8.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.5	7.9	11.5	13.5	6.3	13.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	7.0	4.3	5.3	2.5	2.9	5.0
Green Ext Time (p_c), s	2.0	0.1	1.7	0.1	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	119	61	29	184	179	86	81	115	127	57	23
Future Volume (veh/h)	29	119	61	29	184	179	86	81	115	127	57	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	32	129	66	32	200	195	93	88	125	138	62	25
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	65	408	346	65	388	346	139	129	183	176	260	105
Arrive On Green	0.04	0.22	0.22	0.04	0.22	0.22	0.08	0.19	0.19	0.10	0.21	0.21
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	681	967	1734	1234	498
Grp Volume(v), veh/h	32	129	66	32	200	195	93	0	213	138	0	87
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1647	1734	0	1732
Q Serve(g_s), s	0.7	2.4	1.4	0.7	4.1	4.5	2.1	0.0	4.8	3.1	0.0	1.7
Cycle Q Clear(g_c), s	0.7	2.4	1.4	0.7	4.1	4.5	2.1	0.0	4.8	3.1	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		0.29
Lane Grp Cap(c), veh/h	65	408	346	65	388	346	139	0	312	176	0	365
V/C Ratio(X)	0.49	0.32	0.19	0.49	0.52	0.56	0.67	0.00	0.68	0.78	0.00	0.24
Avail Cap(c_a), veh/h	216	860	729	754	1354	1208	306	0	737	323	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	13.0	12.7	19.0	13.7	13.9	18.0	0.0	15.2	17.6	0.0	13.2
Incr Delay (d2), s/veh	5.7	0.4	0.3	5.7	1.1	1.4	5.4	0.0	2.6	7.4	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	0.4	0.9	0.4	0.4	1.4	1.4	0.9	0.0	1.7	1.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	13.5	12.9	24.7	14.8	15.3	23.4	0.0	17.8	25.1	0.0	13.5
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		227			427			306			225	
Approach Delay, s/veh		14.9			15.8			19.5			20.6	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	13.5	7.7	13.0	6.0	13.5	8.6	12.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	19.0	7.1	18.4	5.0	31.5	7.5	18.0
Max Q Clear Time (g_c+I1), s	2.7	4.4	4.1	3.7	2.7	6.5	5.1	6.8
Green Ext Time (p_c), s	0.0	0.7	0.0	0.3	0.0	2.5	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	230	86	232	58	22	173
Future Volume (veh/h)	230	86	232	58	22	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	250	93	252	63	24	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	385	342	600	147	53	1471
Arrive On Green	0.22	0.22	0.22	0.22	0.03	0.43
Sat Flow, veh/h	1734	1543	2845	675	1734	3551
Grp Volume(v), veh/h	250	93	156	159	24	188
Grp Sat Flow(s),veh/h/ln	1734	1543	1730	1700	1734	1730
Q Serve(g_s), s	3.3	1.3	2.0	2.1	0.3	0.8
Cycle Q Clear(g_c), s	3.3	1.3	2.0	2.1	0.3	0.8
Prop In Lane	1.00	1.00		0.40	1.00	
Lane Grp Cap(c), veh/h	385	342	377	370	53	1471
V/C Ratio(X)	0.65	0.27	0.42	0.43	0.45	0.13
Avail Cap(c_a), veh/h	1225	1090	1222	1200	714	4479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	8.2	8.6	8.6	12.1	4.5
Incr Delay (d2), s/veh	1.9	0.4	0.7	0.8	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.5	0.5	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	8.6	9.3	9.4	18.0	4.5
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	343		315			212
Approach Delay, s/veh	10.3		9.3			6.0
Approach LOS	B		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.3	10.1				15.3	10.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0				33.0	18.0
Max Q Clear Time (g_c+I1), s	2.3	4.1				2.8	5.3
Green Ext Time (p_c), s	0.0	1.5				1.2	0.9

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	445	353	58	230	29
Future Volume (veh/h)	7	445	353	58	230	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	8	484	384	63	250	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	19	1574	931	415	655	300
Arrive On Green	0.01	0.45	0.27	0.27	0.19	0.19
Sat Flow, veh/h	1734	3551	3551	1543	3365	1543
Grp Volume(v), veh/h	8	484	384	63	250	32
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1682	1543
Q Serve(g_s), s	0.1	2.3	2.3	0.8	1.7	0.4
Cycle Q Clear(g_c), s	0.1	2.3	2.3	0.8	1.7	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	19	1574	931	415	655	300
V/C Ratio(X)	0.43	0.31	0.41	0.15	0.38	0.11
Avail Cap(c_a), veh/h	371	4446	3099	1382	2358	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	4.4	7.7	7.2	9.0	8.5
Incr Delay (d2), s/veh	14.6	0.1	0.3	0.2	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.5	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.3	4.5	8.0	7.3	9.4	8.7
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h		492	447		282	
Approach Delay, s/veh		4.9	7.9		9.3	
Approach LOS		A	A		A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.2		9.5	4.8	11.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.0		18.0	5.5	23.0
Max Q Clear Time (g_c+I1), s		4.3		3.7	2.1	4.3
Green Ext Time (p_c), s		3.5		0.8	0.0	2.6

Intersection Summary		
HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	81	16	55	60	0	11	0	533	795	607	24
Future Volume (veh/h)	0	81	16	55	60	0	11	0	533	795	607	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	84	17	57	62	0	11	0	555	742	752	25
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	626	279	219	230	0	0	0	0	789	797	26
Arrive On Green	0.00	0.18	0.18	0.13	0.13	0.00	0.00	0.00	0.00	0.45	0.45	0.45
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1752	58
Grp Volume(v), veh/h	0	84	17	57	62	0		0.0		742	0	777
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1811
Q Serve(g_s), s	0.0	1.5	0.7	2.1	2.2	0.0				29.3	0.0	29.4
Cycle Q Clear(g_c), s	0.0	1.5	0.7	2.1	2.2	0.0				29.3	0.0	29.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.03
Lane Grp Cap(c), veh/h	0	626	279	219	230	0				789	0	823
V/C Ratio(X)	0.00	0.13	0.06	0.26	0.27	0.00				0.94	0.00	0.94
Avail Cap(c_a), veh/h	0	1440	643	592	621	0				809	0	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	24.4	28.3	28.4	0.0				18.7	0.0	18.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.2	0.0				18.3	0.0	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.2	0.9	0.9	0.0				14.4	0.0	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.7	24.4	28.6	28.6	0.0				36.9	0.0	36.9
LnGrp LOS	A	C	C	C	C	A				D	A	D
Approach Vol, veh/h		101			119						1519	
Approach Delay, s/veh		24.7			28.6						36.9	
Approach LOS		C			C						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		18.1		39.2		14.6						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		3.5		31.4		4.2						
Green Ext Time (p_c), s		0.3		1.2		0.2						

Intersection Summary		
HCM 6th Ctrl Delay		35.7
HCM 6th LOS		D

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	906	11	0	481	403	31	3	358	0	0	0
Future Volume (veh/h)	320	906	11	0	481	403	31	3	358	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	1821	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	372	1053	13	0	559	469	0	0	457			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	485	2265	28	0	757	635	0	331	561			
Arrive On Green	0.14	0.65	0.65	0.00	0.42	0.42	0.00	0.00	0.18			
Sat Flow, veh/h	3365	3500	43	0	1876	1497	0	1821	3087			
Grp Volume(v), veh/h	372	520	546	0	542	486	0	0	457			
Grp Sat Flow(s),veh/h/ln	1682	1730	1813	0	1730	1552	0	1821	1543			
Q Serve(g_s), s	6.3	9.1	9.1	0.0	15.7	15.7	0.0	0.0	8.5			
Cycle Q Clear(g_c), s	6.3	9.1	9.1	0.0	15.7	15.7	0.0	0.0	8.5			
Prop In Lane	1.00		0.02	0.00		0.96	0.00		1.00			
Lane Grp Cap(c), veh/h	485	1120	1173	0	734	658	0	331	561			
V/C Ratio(X)	0.77	0.46	0.46	0.00	0.74	0.74	0.00	0.00	0.81			
Avail Cap(c_a), veh/h	1709	1120	1173	0	867	778	0	608	1030			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	24.6	5.3	5.3	0.0	14.4	14.4	0.0	0.0	23.4			
Incr Delay (d2), s/veh	1.0	0.1	0.1	0.0	3.5	3.9	0.0	0.0	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			
%ile BackOfQ(50%),veh/ln	2.4	2.2	2.4	0.0	6.0	5.4	0.0	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	5.4	5.4	0.0	17.9	18.3	0.0	0.0	24.5			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1438			1028			457				
Approach Delay, s/veh		10.6			18.1			24.5				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	13.3	30.4		16.0		43.7			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 8	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	8.3	17.7		10.5		11.1			
Green Ext Time (p_c), s	0.3	7.6		0.4		4.6			

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	934	89	49	698	19	106	2	32	12	8	7
Future Volume (veh/h)	15	934	89	49	698	19	106	2	32	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1182	113	62	884	24	134	3	41	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	2202	210	319	2416	66	210	3	276	53	33	17
Arrive On Green	0.02	0.69	0.69	0.03	0.70	0.70	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1734	3192	305	1734	3441	93	870	19	1543	71	186	93
Grp Volume(v), veh/h	19	640	655	62	444	464	137	0	41	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1766	1734	1730	1804	889	0	1543	350	0	0
Q Serve(g_s), s	0.4	23.7	23.8	1.4	13.4	13.4	0.0	0.0	2.9	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	23.7	23.8	1.4	13.4	13.4	20.8	0.0	2.9	21.2	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	450	1194	1219	319	1215	1267	214	0	276	102	0	0
V/C Ratio(X)	0.04	0.54	0.54	0.19	0.37	0.37	0.64	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	634	1194	1219	482	1215	1267	291	0	361	186	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	9.9	9.9	7.9	7.8	7.8	52.4	0.0	45.0	46.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	1.5	0.2	0.6	0.6	3.2	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.0	9.2	0.5	4.9	5.1	4.6	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	11.4	11.4	8.2	8.4	8.4	55.6	0.0	45.3	47.9	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1314			970			178			34	
Approach Delay, s/veh		11.3			8.4			53.2			47.9	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	94.4		27.8	6.2	96.0		27.8
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.4	25.8		23.2	2.4	15.4		22.8
Green Ext Time (p_c), s	0.1	12.5		0.0	0.0	7.2		0.5

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	446	251	76	325	91	149	386	67	62	436	284
Future Volume (veh/h)	263	446	251	76	325	91	149	386	67	62	436	284
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	317	537	302	92	392	110	180	465	81	75	525	342
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	315	889	499	116	805	223	207	931	161	95	870	388
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.32	0.32	0.05	0.25	0.25
Sat Flow, veh/h	1734	2136	1199	1734	2675	742	1734	2949	511	1734	3460	1543
Grp Volume(v), veh/h	317	435	404	92	252	250	180	272	274	75	525	342
Grp Sat Flow(s),veh/h/ln	1734	1730	1605	1734	1730	1688	1734	1730	1729	1734	1730	1543
Q Serve(g_s), s	21.8	23.5	23.6	6.3	16.5	16.8	12.2	15.3	15.5	5.1	16.1	25.6
Cycle Q Clear(g_c), s	21.8	23.5	23.6	6.3	16.5	16.8	12.2	15.3	15.5	5.1	16.1	25.6
Prop In Lane	1.00		0.75	1.00		0.44	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	315	720	668	116	521	508	207	546	546	95	870	388
V/C Ratio(X)	1.01	0.60	0.61	0.80	0.48	0.49	0.87	0.50	0.50	0.79	0.60	0.88
Avail Cap(c_a), veh/h	315	720	668	243	521	508	272	546	546	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.97	0.97	0.97	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	27.3	27.4	57.9	45.2	45.4	51.9	33.3	33.4	56.0	39.6	43.2
Incr Delay (d2), s/veh	48.0	3.1	3.4	4.5	3.1	3.3	14.0	0.8	0.8	5.3	1.2	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	13.6	10.3	9.6	3.0	8.1	8.1	6.1	6.5	6.6	2.4	7.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.1	30.5	30.8	62.3	48.3	48.6	65.9	34.1	34.2	61.3	40.9	62.3
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1156			594			726			942	
Approach Delay, s/veh		48.8			50.6			42.0			50.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	54.5	18.5	34.8	26.0	40.7	10.8	42.5
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.3	25.6	14.2	27.6	23.8	18.8	7.1	17.5
Green Ext Time (p_c), s	0.1	4.5	0.1	2.6	0.0	3.0	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	508	36	35	438	50	22	83	40	11	83	52
Future Volume (veh/h)	34	508	36	35	438	50	22	83	40	11	83	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	45	677	48	47	584	67	29	111	53	15	111	69
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	2335	165	60	2234	256	57	141	62	42	143	84
Arrive On Green	0.07	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3277	232	1734	3129	358	163	1016	446	72	1033	605
Grp Volume(v), veh/h	45	357	368	47	322	329	193	0	0	195	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1779	1734	1730	1757	1625	0	0	1710	0	0
Q Serve(g_s), s	3.1	0.0	0.0	3.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.2	0.0	0.0	13.9	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.20	0.15		0.27	0.08		0.35
Lane Grp Cap(c), veh/h	57	1233	1268	60	1235	1254	260	0	0	270	0	0
V/C Ratio(X)	0.78	0.29	0.29	0.78	0.26	0.26	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1233	1268	228	1235	1254	391	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.6	0.0	0.0	55.4	0.0	0.0	50.3	0.0	0.0	50.2	0.0	0.0
Incr Delay (d2), s/veh	15.9	0.4	0.4	18.0	0.5	0.5	4.2	0.0	0.0	3.7	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	1.6	0.2	0.2	1.7	0.2	0.2	6.0	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	0.4	0.4	73.4	0.5	0.5	54.5	0.0	0.0	53.9	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		770			698			193			195	
Approach Delay, s/veh		4.6			5.4			54.5			53.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	90.4		21.3	8.2	90.6		21.3
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.2	2.0		15.2	5.1	2.0		15.9
Green Ext Time (p_c), s	0.0	5.3		0.8	0.0	4.7		0.7

Intersection Summary		
HCM 6th Ctrl Delay	15.3	
HCM 6th LOS	B	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	410	90	111	362	122	111	603	83	128	615	74
Future Volume (veh/h)	87	410	90	111	362	122	111	603	83	128	615	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	97	456	100	123	402	136	123	670	92	142	683	82
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	1237	269	404	1139	381	149	789	108	168	933	416
Arrive On Green	0.02	0.14	0.14	0.06	0.45	0.45	0.09	0.26	0.26	0.10	0.27	0.27
Sat Flow, veh/h	1734	2825	615	1734	2546	852	1734	3057	419	1734	3460	1543
Grp Volume(v), veh/h	97	278	278	123	272	266	123	379	383	142	683	82
Grp Sat Flow(s),veh/h/ln	1734	1730	1710	1734	1730	1668	1734	1730	1746	1734	1730	1543
Q Serve(g_s), s	3.6	17.4	17.6	4.6	12.4	12.6	8.4	25.0	25.0	9.7	21.6	4.9
Cycle Q Clear(g_c), s	3.6	17.4	17.6	4.6	12.4	12.6	8.4	25.0	25.0	9.7	21.6	4.9
Prop In Lane	1.00		0.36	1.00		0.51	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	436	757	749	404	774	746	149	447	451	168	933	416
V/C Ratio(X)	0.22	0.37	0.37	0.30	0.35	0.36	0.83	0.85	0.85	0.84	0.73	0.20
Avail Cap(c_a), veh/h	571	757	749	522	774	746	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	36.3	36.4	18.1	21.7	21.8	54.0	42.3	42.3	53.3	39.9	33.8
Incr Delay (d2), s/veh	0.1	1.3	1.4	0.2	1.3	1.3	4.4	11.0	11.1	6.4	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.4	8.4	1.9	5.3	5.2	3.8	12.0	12.1	4.5	9.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	37.6	37.8	18.3	23.0	23.2	58.4	53.3	53.4	59.7	42.3	34.1
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		653			661			885			907	
Approach Delay, s/veh		34.8			22.2			54.0			44.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.4	14.5	37.3	9.7	58.6	15.9	35.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.6	19.6	10.4	23.6	5.6	14.6	11.7	27.0
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	31.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	343	65	220	111	30	81	6	79	57	301	313	25
Future Vol, veh/h	343	65	220	111	30	81	6	79	57	301	313	25
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	377	71	242	122	33	89	7	87	63	331	344	27
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	36.7	15.5	16.3	35.6
HCM LOS	E	C	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	88%	0%	100%	0%
Vol Thru, %	0%	58%	0%	23%	12%	16%	0%	93%
Vol Right, %	0%	42%	0%	77%	0%	84%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	136	343	285	126	96	301	338
LT Vol	6	0	343	0	111	0	301	0
Through Vol	0	79	0	65	15	15	0	313
RT Vol	0	57	0	220	0	81	0	25
Lane Flow Rate	7	149	377	313	138	105	331	371
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.364	0.883	0.64	0.356	0.24	0.773	0.81
Departure Headway (Hd)	9.594	8.768	8.429	7.359	9.247	8.177	8.413	7.846
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	373	409	430	492	389	438	430	461
Service Time	7.367	6.54	6.184	5.113	7.017	5.946	6.168	5.6
HCM Lane V/C Ratio	0.019	0.364	0.877	0.636	0.355	0.24	0.77	0.805
HCM Control Delay	12.5	16.5	48.6	22.4	17.1	13.5	34.6	36.5
HCM Lane LOS	B	C	E	C	C	B	D	E
HCM 95th-tile Q	0.1	1.6	9.2	4.4	1.6	0.9	6.6	7.5

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	415	202	117	105	20
Future Vol, veh/h	32	415	202	117	105	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	488	238	138	124	24
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	12.1	10.1	10.8
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	0%	0%	0%	84%
Vol Thru, %	81%	100%	100%	37%	0%
Vol Right, %	0%	0%	0%	63%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	277	135	184	125
LT Vol	32	0	0	0	105
Through Vol	138	277	135	67	0
RT Vol	0	0	0	117	20
Lane Flow Rate	200	325	158	217	147
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.302	0.482	0.243	0.305	0.239
Departure Headway (Hd)	5.429	5.334	5.513	5.064	5.85
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	655	671	645	703	607
Service Time	3.211	3.116	3.301	2.852	3.946
HCM Lane V/C Ratio	0.305	0.484	0.245	0.309	0.242
HCM Control Delay	10.6	13.1	10.1	10.1	10.8
HCM Lane LOS	B	B	B	B	B
HCM 95th-tile Q	1.3	2.6	0.9	1.3	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	221	196	86	214	35	92	477	89	41	584	46
Future Volume (veh/h)	50	221	196	86	214	35	92	477	89	41	584	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	55	243	215	95	235	38	101	524	98	45	642	51
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	71	867	736	118	1542	246	125	800	149	58	767	61
Arrive On Green	0.04	0.49	0.49	0.07	0.52	0.52	0.07	0.27	0.27	0.03	0.24	0.24
Sat Flow, veh/h	1734	1774	1506	1734	2989	477	1734	2911	542	1734	3247	258
Grp Volume(v), veh/h	55	237	221	95	135	138	101	311	311	45	342	351
Grp Sat Flow(s),veh/h/ln	1734	1730	1550	1734	1730	1735	1734	1730	1724	1734	1730	1775
Q Serve(g_s), s	4.1	10.5	11.1	7.0	5.3	5.5	7.5	20.6	20.8	3.3	24.4	24.5
Cycle Q Clear(g_c), s	4.1	10.5	11.1	7.0	5.3	5.5	7.5	20.6	20.8	3.3	24.4	24.5
Prop In Lane	1.00		0.97	1.00		0.27	1.00		0.31	1.00		0.15
Lane Grp Cap(c), veh/h	71	845	757	118	892	895	125	475	473	58	409	419
V/C Ratio(X)	0.78	0.28	0.29	0.80	0.15	0.15	0.81	0.65	0.66	0.78	0.84	0.84
Avail Cap(c_a), veh/h	237	845	757	237	892	895	237	631	628	211	604	620
HCM Platoon Ratio	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.8	19.7	19.8	59.7	16.5	16.6	59.5	41.7	41.7	62.4	47.3	47.3
Incr Delay (d2), s/veh	16.4	0.8	1.0	12.0	0.4	0.4	9.7	1.2	1.3	14.9	4.8	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.5	4.2	3.5	2.2	2.3	3.6	9.0	9.0	1.7	11.1	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.2	20.5	20.8	71.7	16.9	16.9	69.2	42.9	43.0	77.2	52.1	52.1
LnGrp LOS	E	C	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		513			368			723			738	
Approach Delay, s/veh		26.8			31.0			46.6			53.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	68.1	13.5	35.3	9.5	71.6	8.5	40.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	9.0	13.1	9.5	26.5	6.1	7.5	5.3	22.8
Green Ext Time (p_c), s	0.1	2.7	0.1	4.2	0.1	1.6	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

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

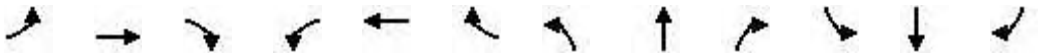
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	70	37	79	641	34
Future Vol, veh/h	78	70	37	79	641	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	78	41	88	712	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	901	731	750	0	-	0
Stage 1	731	-	-	-	-	-
Stage 2	170	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	309	422	859	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	422	859	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	859	-	294	422	-	-
HCM Lane V/C Ratio	0.048	-	0.295	0.184	-	-
HCM Control Delay (s)	9.4	0	22.3	15.4	-	-
HCM Lane LOS	A	A	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	0.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	514	4	18	625	37	1	42	32	297	341	63
Future Volume (veh/h)	0	514	4	18	625	37	1	42	32	297	341	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	565	4	20	687	41	1	46	35	326	375	69
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	612	4	30	1093	69	157	292	222	444	455	84
Arrive On Green	0.00	0.17	0.17	0.44	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	0	3613	25	92	3301	207	946	960	730	1317	1496	275
Grp Volume(v), veh/h	0	277	292	395	0	353	1	0	81	326	0	444
Grp Sat Flow(s),veh/h/ln	0	1730	1817	1817	0	1784	946	0	1690	1317	0	1772
Q Serve(g_s), s	0.0	12.6	12.6	13.7	0.0	12.0	0.1	0.0	2.8	19.2	0.0	18.6
Cycle Q Clear(g_c), s	0.0	12.6	12.6	13.7	0.0	12.0	18.7	0.0	2.8	22.0	0.0	18.6
Prop In Lane	0.00		0.01	0.05		0.12	1.00		0.43	1.00		0.16
Lane Grp Cap(c), veh/h	0	301	316	601	0	590	157	0	514	444	0	539
V/C Ratio(X)	0.00	0.92	0.92	0.66	0.00	0.60	0.01	0.00	0.16	0.73	0.00	0.82
Avail Cap(c_a), veh/h	0	301	316	601	0	590	164	0	526	454	0	551
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.96	0.00	0.96	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.5	32.5	18.8	0.0	18.4	34.5	0.0	20.4	28.4	0.0	25.9
Incr Delay (d2), s/veh	0.0	32.8	31.8	5.3	0.0	4.3	0.0	0.0	0.1	5.2	0.0	9.0
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	7.9	8.2	5.7	0.0	4.9	0.0	0.0	1.1	6.4	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	65.4	64.4	24.1	0.0	22.6	34.5	0.0	20.4	33.6	0.0	34.9
LnGrp LOS	A	E	E	C	A	C	C	A	C	C	A	C
Approach Vol, veh/h		569			748			82			770	
Approach Delay, s/veh		64.8			23.4			20.6			34.3	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.6		29.4		19.0		29.4				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		15.7		24.0		14.6		20.7				
Green Ext Time (p_c), s		2.4		0.3		0.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			38.0									
HCM 6th LOS			D									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	444	304	367	342	0	0	0	0	378	1	339
Future Volume (veh/h)	0	444	304	367	342	0	0	0	0	378	1	339
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	505	345	417	389	0				550	0	257
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1639	763	379	2304	0				717	0	319
Arrive On Green	0.00	0.49	0.49	0.11	0.67	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3478	1543	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	505	345	417	389	0				550	0	257
Grp Sat Flow(s),veh/h/ln	0	1657	1543	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	7.3	11.6	9.0	3.4	0.0				12.0	0.0	12.7
Cycle Q Clear(g_c), s	0.0	7.3	11.6	9.0	3.4	0.0				12.0	0.0	12.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1639	763	379	2304	0				717	0	319
V/C Ratio(X)	0.00	0.31	0.45	1.10	0.17	0.00				0.77	0.00	0.81
Avail Cap(c_a), veh/h	0	1639	763	379	2304	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.25	0.25	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	13.2	35.5	5.0	0.0				29.9	0.0	30.2
Incr Delay (d2), s/veh	0.0	0.1	0.5	67.7	0.1	0.0				2.9	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	3.8	7.1	1.0	0.0				5.1	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.2	13.6	103.2	5.1	0.0				32.8	0.0	38.9
LnGrp LOS	A	B	B	F	A	A				C	A	D
Approach Vol, veh/h		850			806						807	
Approach Delay, s/veh		12.8			55.9						34.8	
Approach LOS		B			E						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	58.4	21.6	13.7	44.7
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	5.4	14.7	11.0	13.6
Green Ext Time (p_c), s	1.8	1.9	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	609	0	0	569	454	144	1	366	0	0	0
Future Volume (veh/h)	331	609	0	0	569	454	144	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	348	641	0	0	599	478	102	0	440			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	338	2084	0	0	746	594	334	0	595			
Arrive On Green	0.10	0.60	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3365	3551	0	0	1921	1458	1734	0	3087			
Grp Volume(v), veh/h	348	641	0	0	566	511	102	0	440			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1559	1734	0	1543			
Q Serve(g_s), s	5.0	4.5	0.0	0.0	14.3	14.4	2.5	0.0	6.7			
Cycle Q Clear(g_c), s	5.0	4.5	0.0	0.0	14.3	14.4	2.5	0.0	6.7			
Prop In Lane	1.00		0.00	0.00		0.94	1.00		1.00			
Lane Grp Cap(c), veh/h	338	2084	0	0	705	635	334	0	595			
V/C Ratio(X)	1.03	0.31	0.00	0.00	0.80	0.80	0.31	0.00	0.74			
Avail Cap(c_a), veh/h	338	2558	0	0	942	849	627	0	1116			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.4	4.8	0.0	0.0	13.0	13.0	17.2	0.0	18.9			
Incr Delay (d2), s/veh	56.8	0.0	0.0	0.0	2.7	3.0	0.2	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			
%ile BackOfQ(50%),veh/ln	4.5	1.0	0.0	0.0	5.0	4.6	0.9	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	4.9	0.0	0.0	15.7	16.0	17.4	0.0	19.6			
LnGrp LOS	F	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		989			1077			542				
Approach Delay, s/veh		31.0			15.8			19.2				
Approach LOS		C			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	25.4		14.7		35.1			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	7.0	16.4		8.7		6.5			
Green Ext Time (p_c), s	0.0	3.9		0.9		3.2			

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	672	11	20	793	49	24	4	22	70	8	132
Future Volume (veh/h)	93	672	11	20	793	49	24	4	22	70	8	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	106	764	12	23	901	56	27	5	25	80	9	150
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2353	37	31	2042	127	53	8	40	216	11	183
Arrive On Green	0.08	0.67	0.67	0.04	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3487	55	1734	3309	206	1734	264	1320	1734	88	1469
Grp Volume(v), veh/h	106	379	397	23	471	486	27	0	30	80	0	159
Grp Sat Flow(s),veh/h/ln	1734	1730	1811	1734	1730	1784	1734	0	1584	1734	0	1557
Q Serve(g_s), s	7.2	11.0	11.0	1.6	0.0	0.0	1.8	0.0	2.2	5.1	0.0	12.0
Cycle Q Clear(g_c), s	7.2	11.0	11.0	1.6	0.0	0.0	1.8	0.0	2.2	5.1	0.0	12.0
Prop In Lane	1.00		0.03	1.00		0.12	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	131	1167	1222	31	1068	1101	53	0	48	216	0	194
V/C Ratio(X)	0.81	0.32	0.32	0.74	0.44	0.44	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1167	1222	214	1068	1101	150	0	137	410	0	368
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	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	8.1	8.1	57.6	0.0	0.0	57.3	0.0	57.5	48.2	0.0	51.2
Incr Delay (d2), s/veh	10.7	0.7	0.7	27.8	1.3	1.2	7.4	0.0	12.2	1.1	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.1	4.3	0.9	0.4	0.4	0.9	0.0	1.1	2.3	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	8.8	8.8	85.4	1.3	1.2	64.7	0.0	69.7	49.3	0.0	59.6
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		882			980			57			239	
Approach Delay, s/veh		15.6			3.2			67.3			56.2	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	85.9		19.5	13.3	79.0		8.3
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	13.6	13.0		14.0	9.2	2.0		4.2
Green Ext Time (p_c), s	0.0	5.6		1.0	0.1	7.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	725	29	12	719	48	10	3	13	24	5	31
Future Volume (veh/h)	32	725	29	12	719	48	10	3	13	24	5	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	36	824	33	14	817	55	11	3	15	27	6	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	954	38	843	2457	165	13	4	18	35	8	45
Arrive On Green	0.05	0.56	0.56	0.49	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3391	136	1734	3290	221	621	169	847	650	144	843
Grp Volume(v), veh/h	36	420	437	14	430	442	29	0	0	68	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1797	1734	1730	1781	1638	0	0	1637	0	0
Q Serve(g_s), s	2.5	24.8	24.8	0.5	10.0	10.0	2.1	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	2.5	24.8	24.8	0.5	10.0	10.0	2.1	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.12	0.38		0.52	0.40		0.51
Lane Grp Cap(c), veh/h	45	487	505	843	1292	1330	35	0	0	87	0	0
V/C Ratio(X)	0.80	0.86	0.86	0.02	0.33	0.33	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	720	843	1292	1330	142	0	0	387	0	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)	0.94	0.94	0.94	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.6	24.3	24.3	16.0	5.1	5.1	58.5	0.0	0.0	56.1	0.0	0.0
Incr Delay (d2), s/veh	10.5	17.2	16.7	0.0	0.6	0.6	16.5	0.0	0.0	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.5	9.8	0.2	3.4	3.5	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	41.5	41.0	16.0	5.7	5.7	75.0	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		893			886			29			68	
Approach Delay, s/veh		42.3			5.9			75.0			61.8	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.2	38.7		11.0	7.3	94.5		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.3	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	26.8		6.9	4.5	12.0		4.1
Green Ext Time (p_c), s	0.0	6.9		0.2	0.0	8.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	435	191	230	532	82	226	467	169	135	579	112
Future Volume (veh/h)	123	435	191	230	532	82	226	467	169	135	579	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	138	489	215	258	598	92	254	525	190	152	651	126
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	194	1564	698	314	1466	225	310	882	538	208	778	436
Arrive On Green	0.06	0.45	0.45	0.19	0.98	0.98	0.18	0.51	0.51	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3007	462	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	138	489	215	258	344	346	254	525	190	152	651	126
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.2	11.7	11.5	9.6	1.1	1.1	9.4	13.9	9.1	5.8	23.4	8.3
Cycle Q Clear(g_c), s	5.2	11.7	11.5	9.6	1.1	1.1	9.4	13.9	9.1	5.8	23.4	8.3
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	1564	698	314	844	848	310	882	538	208	778	436
V/C Ratio(X)	0.71	0.31	0.31	0.82	0.41	0.41	0.82	0.59	0.35	0.73	0.84	0.29
Avail Cap(c_a), veh/h	512	1564	698	512	844	848	512	1049	612	461	995	533
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.88	0.88	0.88	0.78	0.78	0.78	0.56	0.56	0.56
Uniform Delay (d), s/veh	60.2	22.7	22.7	51.8	0.8	0.8	52.0	27.1	20.1	59.9	48.1	36.4
Incr Delay (d2), s/veh	4.5	0.5	1.1	4.9	1.3	1.3	4.2	0.5	0.3	2.8	2.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.9	4.4	3.9	0.6	0.6	3.8	4.7	2.9	2.5	10.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.7	23.2	23.8	56.7	2.1	2.1	56.2	27.6	20.4	62.7	51.0	36.6
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		842			948			969			929	
Approach Delay, s/veh		30.2			17.0			33.7			51.0	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	63.7	16.2	33.8	11.7	68.3	12.2	37.8
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.6	13.7	11.4	25.4	7.2	3.1	7.8	15.9
Green Ext Time (p_c), s	0.5	4.0	0.5	3.9	0.3	4.8	0.3	4.3

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	545	44	97	727	64	62	36	110	109	48	89
Future Volume (veh/h)	40	545	44	97	727	64	62	36	110	109	48	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	50	681	55	121	909	80	78	45	138	136	60	111
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	2009	896	143	2016	177	99	194	164	161	258	219
Arrive On Green	0.07	1.00	1.00	0.17	1.00	1.00	0.06	0.11	0.11	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3217	283	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	50	681	55	121	489	500	78	45	138	136	60	111
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.7	0.0	0.0	8.8	0.0	0.0	5.8	2.9	11.4	10.0	3.8	8.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.8	0.0	0.0	5.8	2.9	11.4	10.0	3.8	8.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	2009	896	143	1084	1109	99	194	164	161	258	219
V/C Ratio(X)	0.78	0.34	0.06	0.84	0.45	0.45	0.79	0.23	0.84	0.85	0.23	0.51
Avail Cap(c_a), veh/h	251	2009	896	251	1084	1109	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	0.0	0.0	53.4	0.0	0.0	60.5	53.2	57.0	58.1	49.5	51.6
Incr Delay (d2), s/veh	7.2	0.4	0.1	4.0	1.1	1.0	12.9	0.6	12.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.7	0.3	0.3	2.9	1.4	5.0	4.6	1.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	0.4	0.1	57.5	1.1	1.0	73.4	53.8	69.2	62.7	49.9	53.4
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		786			1110			261			307	
Approach Delay, s/veh		4.6			7.2			67.8			56.8	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	80.4	11.6	23.0	9.0	86.4	16.3	18.4
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.8	2.0	7.8	10.6	5.7	2.0	12.0	13.4
Green Ext Time (p_c), s	0.1	7.1	0.1	0.5	0.0	10.2	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	547	112	100	637	143	105	453	64	139	701	179
Future Volume (veh/h)	140	547	112	100	637	143	105	453	64	139	701	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	154	601	123	110	700	157	115	498	70	153	770	197
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	208	1364	278	162	1301	292	140	707	99	179	881	393
Arrive On Green	0.12	0.95	0.95	0.05	0.46	0.46	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2862	584	3365	2808	630	1734	3048	427	1734	3460	1543
Grp Volume(v), veh/h	154	363	361	110	431	426	115	282	286	153	770	197
Grp Sat Flow(s),veh/h/ln	1682	1730	1716	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.7	2.2	2.2	4.2	23.2	23.2	8.5	19.4	19.6	11.3	27.7	14.2
Cycle Q Clear(g_c), s	5.7	2.2	2.2	4.2	23.2	23.2	8.5	19.4	19.6	11.3	27.7	14.2
Prop In Lane	1.00		0.34	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	208	825	818	162	801	791	140	402	405	179	881	393
V/C Ratio(X)	0.74	0.44	0.44	0.68	0.54	0.54	0.82	0.70	0.71	0.86	0.87	0.50
Avail Cap(c_a), veh/h	461	825	818	461	801	791	251	494	498	251	987	440
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	1.6	1.6	60.9	24.9	25.0	58.9	45.8	45.9	57.4	46.5	41.4
Incr Delay (d2), s/veh	4.7	1.6	1.6	4.9	2.6	2.6	11.3	3.4	3.5	18.2	8.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.9	0.9	1.9	9.9	9.8	4.1	8.7	8.8	5.8	12.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	3.2	3.2	65.7	27.5	27.6	70.2	49.2	49.3	75.5	54.6	42.4
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		878			967			683			1120	
Approach Delay, s/veh		13.3			31.9			52.8			55.3	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	66.9	14.7	38.0	12.2	65.1	17.6	35.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.2	4.2	10.5	29.7	7.7	25.2	13.3	21.6
Green Ext Time (p_c), s	0.2	4.9	0.2	3.4	0.3	4.4	0.2	3.0

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	35	72	507	371	16
Future Volume (veh/h)	13	35	72	507	371	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	14	38	78	551	419	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	912	98	690	731	325
Arrive On Green	0.00	0.50	0.50	0.50	0.21	0.00
Sat Flow, veh/h	0	1821	195	1378	3469	1543
Grp Volume(v), veh/h	0	38	0	629	419	0
Grp Sat Flow(s),veh/h/ln	0	1821	0	1573	1734	1543
Q Serve(g_s), s	0.0	0.3	0.0	10.4	3.4	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.0	10.4	3.4	0.0
Prop In Lane	0.00			0.88	1.00	1.00
Lane Grp Cap(c), veh/h	0	912	0	788	731	325
V/C Ratio(X)	0.00	0.04	0.00	0.80	0.57	0.00
Avail Cap(c_a), veh/h	0	2603	0	1114	2379	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.0	0.0	6.5	11.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	2.1	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.0	0.0	9.3	11.8	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		38	629		419	
Approach Delay, s/veh		4.0	9.3		11.8	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.1		11.1	0.0	20.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		44.6		21.4	18.0	22.1
Max Q Clear Time (g_c+I1), s		2.3		5.4	0.0	12.4
Green Ext Time (p_c), s		0.2		1.4	0.0	3.3

Intersection Summary		
HCM 6th Ctrl Delay		10.0
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	65.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	432	132	71	626	35	195	40	102	172	220	14
Future Vol, veh/h	9	432	132	71	626	35	195	40	102	172	220	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	436	133	72	632	35	197	40	103	174	222	14
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	52	109.2	30	35.2
HCM LOS	F	F	D	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	28%	0%	100%	52%	0%	100%	86%	0%	94%
Vol Right, %	0%	72%	0%	0%	48%	0%	0%	14%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	142	9	288	276	71	417	244	172	234
LT Vol	195	0	9	0	0	71	0	0	172	0
Through Vol	0	40	0	288	144	0	417	209	0	220
RT Vol	0	102	0	0	132	0	0	35	0	14
Lane Flow Rate	197	143	9	291	279	72	422	246	174	236
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.648	0.433	0.028	0.871	0.809	0.224	1.253	0.724	0.559	0.725
Departure Headway (Hd)	12.435	11.398	11.882	11.354	11.001	11.223	10.697	10.591	12.139	11.579
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	292	318	303	320	332	319	341	340	299	314
Service Time	10.135	9.098	9.582	9.054	8.701	9.015	8.488	8.383	9.839	9.279
HCM Lane V/C Ratio	0.675	0.45	0.03	0.909	0.84	0.226	1.238	0.724	0.582	0.752
HCM Control Delay	35.4	22.5	14.9	57.8	47.2	17.3	167	36.9	29.2	39.6
HCM Lane LOS	E	C	B	F	E	C	F	E	D	E
HCM 95th-tile Q	4.2	2.1	0.1	7.9	6.8	0.8	18.9	5.4	3.2	5.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	514	196	274	454	0	0	0	0	491	2	268
Future Volume (veh/h)	0	514	196	274	454	0	0	0	0	491	2	268
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	559	213	298	493	0				534	2	291
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	907	336	334	1777	0				592	2	528
Arrive On Green	0.00	0.25	0.25	0.19	0.51	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3736	1325	1734	3551	0				1728	6	1543
Grp Volume(v), veh/h	0	517	255	298	493	0				536	0	291
Grp Sat Flow(s),veh/h/ln	0	1657	1583	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	11.7	12.1	14.2	6.8	0.0				24.9	0.0	12.9
Cycle Q Clear(g_c), s	0.0	11.7	12.1	14.2	6.8	0.0				24.9	0.0	12.9
Prop In Lane	0.00		0.84	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	842	402	334	1777	0				594	0	528
V/C Ratio(X)	0.00	0.61	0.63	0.89	0.28	0.00				0.90	0.00	0.55
Avail Cap(c_a), veh/h	0	1248	596	375	2284	0				653	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.9	28.1	33.4	11.7	0.0				26.5	0.0	22.6
Incr Delay (d2), s/veh	0.0	1.3	2.8	19.9	0.1	0.0				15.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	4.8	7.6	2.5	0.0				12.2	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.2	30.9	53.2	11.8	0.0				41.5	0.0	23.5
LnGrp LOS	A	C	C	D	B	A				D	A	C
Approach Vol, veh/h		772			791						827	
Approach Delay, s/veh		29.8			27.4						35.2	
Approach LOS		C			C						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	49.6	35.1	22.0	27.6
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	55.9	31.9	* 18	31.9
Max Q Clear Time (g_c+I1), s	8.8	26.9	16.2	14.1
Green Ext Time (p_c), s	6.4	2.1	0.1	7.4

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	819	0	0	515	366	215	2	245	0	0	0
Future Volume (veh/h)	218	819	0	0	515	366	215	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	240	900	0	0	566	402	236	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	284	2183	0	0	757	538	359	3	322			
Arrive On Green	0.16	0.63	0.00	0.00	0.39	0.39	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	2023	1372	1721	15	1543			
Grp Volume(v), veh/h	240	900	0	0	507	461	238	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1574	1735	0	1543			
Q Serve(g_s), s	10.2	9.9	0.0	0.0	19.2	19.2	9.6	0.0	12.7			
Cycle Q Clear(g_c), s	10.2	9.9	0.0	0.0	19.2	19.2	9.6	0.0	12.7			
Prop In Lane	1.00		0.00	0.00		0.87	0.99		1.00			
Lane Grp Cap(c), veh/h	284	2183	0	0	678	617	362	0	322			
V/C Ratio(X)	0.84	0.41	0.00	0.00	0.75	0.75	0.66	0.00	0.83			
Avail Cap(c_a), veh/h	1101	4133	0	0	839	763	613	0	546			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.9	7.0	0.0	0.0	19.9	19.9	27.6	0.0	28.8			
Incr Delay (d2), s/veh	2.6	0.2	0.0	0.0	3.8	4.2	0.8	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.3	3.1	0.0	0.0	7.9	7.2	3.9	0.0	4.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	7.2	0.0	0.0	23.7	24.1	28.4	0.0	31.0			
LnGrp LOS	C	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1140			968			507				
Approach Delay, s/veh		12.8			23.9			29.8				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	18.2	35.9		22.0		54.1			
Change Period (Y+Rc), s*	5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	13	36.9		26.9		90.9			
Max Q Clear Time (g_c+I1), s	12.2	21.2		14.7		11.9			
Green Ext Time (p_c), s	0.3	8.6		1.2		15.1			

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	23.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	822	37	21	703	15	50	6	14	9	10	44
Future Vol, veh/h	30	822	37	21	703	15	50	6	14	9	10	44
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	856	39	22	732	16	52	6	15	9	10	46
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	27.1	20.9	11.5	10.9
HCM LOS	D	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	7%	0%	6%	0%	14%
Vol Thru, %	9%	93%	92%	94%	96%	16%
Vol Right, %	20%	0%	8%	0%	4%	70%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	441	448	373	367	63
LT Vol	50	30	0	21	0	9
Through Vol	6	411	411	352	352	10
RT Vol	14	0	37	0	15	44
Lane Flow Rate	73	459	467	388	382	66
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.146	0.78	0.78	0.678	0.661	0.125
Departure Headway (Hd)	7.221	6.111	6.018	6.294	6.237	6.847
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	496	593	597	570	576	523
Service Time	5.273	3.868	3.775	4.058	4	4.899
HCM Lane V/C Ratio	0.147	0.774	0.782	0.681	0.663	0.126
HCM Control Delay	11.5	27.3	27	21.4	20.4	10.9
HCM Lane LOS	B	D	D	C	C	B
HCM 95th-tile Q	0.5	7.3	7.3	5.2	4.9	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	533	190	73	493	47	118	606	77	53	730	159
Future Volume (veh/h)	129	533	190	73	493	47	118	606	77	53	730	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	145	599	213	82	554	53	133	681	87	60	820	179
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	170	624	221	103	672	64	159	1007	128	393	1608	717
Arrive On Green	0.10	0.25	0.25	0.06	0.21	0.21	0.09	0.33	0.33	0.23	0.46	0.46
Sat Flow, veh/h	1734	2503	888	1734	3192	305	1734	3086	394	1734	3460	1543
Grp Volume(v), veh/h	145	414	398	82	300	307	133	381	387	60	820	179
Grp Sat Flow(s),veh/h/ln	1734	1730	1661	1734	1730	1766	1734	1730	1750	1734	1730	1543
Q Serve(g_s), s	10.7	30.7	30.8	6.1	21.5	21.6	9.8	24.8	24.8	3.6	21.6	9.1
Cycle Q Clear(g_c), s	10.7	30.7	30.8	6.1	21.5	21.6	9.8	24.8	24.8	3.6	21.6	9.1
Prop In Lane	1.00		0.53	1.00		0.17	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	170	431	414	103	364	372	159	564	571	393	1608	717
V/C Ratio(X)	0.85	0.96	0.96	0.80	0.82	0.83	0.84	0.68	0.68	0.15	0.51	0.25
Avail Cap(c_a), veh/h	278	431	414	278	431	440	558	564	571	393	1608	717
HCM Platoon Ratio	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	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.7	48.2	48.2	60.4	49.0	49.0	58.1	37.9	37.9	40.2	24.4	21.1
Incr Delay (d2), s/veh	6.8	33.0	34.4	5.2	10.6	10.7	4.5	6.4	6.3	0.0	0.8	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	5.0	17.1	16.6	2.8	10.4	10.6	4.5	11.5	11.6	1.6	9.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	81.1	82.5	65.6	59.6	59.7	62.6	44.2	44.2	40.3	25.2	21.7
LnGrp LOS	E	F	F	E	E	E	E	D	D	D	C	C
Approach Vol, veh/h		957			689			901			1059	
Approach Delay, s/veh		79.2			60.3			46.9			25.5	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	37.0	16.1	65.0	16.9	32.0	34.1	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 2.1	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	8.1	32.8	11.8	23.6	12.7	23.6	5.6	26.8
Green Ext Time (p_c), s	0.1	0.0	0.2	0.0	0.1	2.5	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	154.8
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	179	96	783	203	184
Future Vol, veh/h	357	179	96	783	203	184
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	190	102	833	216	196
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	32.7	288.2	21
HCM LOS	D	F	C

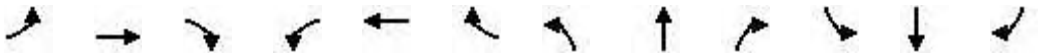
Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	783	357	90	90	203	184
LT Vol	0	0	357	0	0	203	0
Through Vol	96	0	0	0	0	0	184
RT Vol	0	783	0	90	90	0	0
Lane Flow Rate	102	833	380	95	95	216	196
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.223	1.655	0.839	0.179	0.133	0.52	0.444
Departure Headway (Hd)	7.872	7.154	8.881	7.64	5.847	9.803	9.281
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	455	508	410	472	617	371	391
Service Time	5.633	4.915	6.581	5.34	3.547	7.503	6.981
HCM Lane V/C Ratio	0.224	1.64	0.927	0.201	0.154	0.582	0.501
HCM Control Delay	12.9	321.9	43.7	12	9.4	22.6	19.2
HCM Lane LOS	B	F	E	B	A	C	C
HCM 95th-tile Q	0.8	47.4	7.9	0.6	0.5	2.9	2.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	678	331	263	475	8	69	5	239	3	7	6
Future Volume (veh/h)	4	678	331	263	475	8	69	5	239	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	955	466	370	669	11	97	7	337	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1146	511	272	1673	27	474	30	405	116	231	153
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3484	57	1316	113	1543	143	880	585
Grp Volume(v), veh/h	6	955	466	370	332	348	104	0	337	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1811	1430	0	1543	1608	0	0
Q Serve(g_s), s	0.2	13.8	15.7	8.5	6.7	6.7	2.5	0.0	11.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.8	15.7	8.5	6.7	6.7	3.0	0.0	11.2	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1146	511	272	831	869	504	0	405	501	0	0
V/C Ratio(X)	0.43	0.83	0.91	1.36	0.40	0.40	0.21	0.00	0.83	0.04	0.00	0.00
Avail Cap(c_a), veh/h	192	1151	513	272	831	869	655	0	570	663	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.7	16.7	17.3	22.8	9.1	9.1	15.8	0.0	18.8	14.9	0.0	0.0
Incr Delay (d2), s/veh	20.0	5.4	20.6	183.4	0.3	0.3	0.2	0.0	7.2	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	0.1	5.6	7.7	17.0	2.1	2.2	0.9	0.0	4.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	22.1	37.9	206.2	9.4	9.4	16.0	0.0	26.0	15.0	0.0	0.0
LnGrp LOS	D	C	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1427			1050			441			22	
Approach Delay, s/veh		27.4			78.7			23.7			15.0	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.7	13.0	22.4	18.7	4.9	30.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	13.2	10.5	17.7	2.5	2.2	8.7
Green Ext Time (p_c), s	1.1	0.0	0.3	0.0	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	148	77	113	246	238	115	108	49	159	72	31
Future Volume (veh/h)	36	148	77	113	246	238	115	108	49	159	72	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	39	161	84	123	267	259	125	117	53	173	78	34
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	75	402	341	163	471	420	161	180	82	223	226	98
Arrive On Green	0.04	0.22	0.22	0.09	0.27	0.27	0.09	0.15	0.15	0.13	0.19	0.19
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	1187	538	1734	1203	524
Grp Volume(v), veh/h	39	161	84	123	267	259	125	0	170	173	0	112
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1724	1734	0	1727
Q Serve(g_s), s	1.0	3.4	2.0	3.1	5.9	6.5	3.1	0.0	4.1	4.3	0.0	2.5
Cycle Q Clear(g_c), s	1.0	3.4	2.0	3.1	5.9	6.5	3.1	0.0	4.1	4.3	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.30
Lane Grp Cap(c), veh/h	75	402	341	163	471	420	161	0	261	223	0	324
V/C Ratio(X)	0.52	0.40	0.25	0.75	0.57	0.62	0.78	0.00	0.65	0.77	0.00	0.35
Avail Cap(c_a), veh/h	250	778	659	916	1404	1253	378	0	698	448	0	769
HCM Platoon Ratio	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	20.8	14.8	14.3	19.6	13.9	14.2	19.7	0.0	17.8	18.8	0.0	15.7
Incr Delay (d2), s/veh	5.6	0.6	0.4	6.9	1.1	1.5	7.8	0.0	2.7	5.7	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	0.5	1.3	0.6	1.4	2.1	2.1	1.5	0.0	1.6	1.9	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	15.4	14.6	26.5	15.0	15.6	27.5	0.0	20.5	24.4	0.0	16.3
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	B
Approach Vol, veh/h		284			649			295			285	
Approach Delay, s/veh		16.7			17.5			23.5			21.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	14.3	8.6	12.8	6.4	16.6	10.2	11.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.5	19.0	9.7	19.8	6.4	36.1	11.5	18.0
Max Q Clear Time (g_c+I1), s	5.1	5.4	5.1	4.5	3.0	8.5	6.3	6.1
Green Ext Time (p_c), s	0.3	0.9	0.1	0.4	0.0	3.6	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	36	295	227	85	293
Future Volume (veh/h)	97	36	295	227	85	293
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	105	39	321	247	92	318
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	207	184	600	451	157	1961
Arrive On Green	0.12	0.12	0.32	0.32	0.09	0.57
Sat Flow, veh/h	1734	1543	1972	1415	1734	3551
Grp Volume(v), veh/h	105	39	295	273	92	318
Grp Sat Flow(s),veh/h/ln	1734	1543	1730	1566	1734	1730
Q Serve(g_s), s	1.6	0.7	4.0	4.1	1.5	1.3
Cycle Q Clear(g_c), s	1.6	0.7	4.0	4.1	1.5	1.3
Prop In Lane	1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	207	184	552	500	157	1961
V/C Ratio(X)	0.51	0.21	0.53	0.55	0.59	0.16
Avail Cap(c_a), veh/h	1847	1644	1178	1067	697	4289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	11.4	8.0	8.0	12.5	3.0
Incr Delay (d2), s/veh	1.9	0.6	0.8	0.9	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	1.0	1.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	12.0	8.8	9.0	15.9	3.0
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	144		568			410
Approach Delay, s/veh	13.3		8.9			5.9
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	13.6			20.7	7.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.5	19.5			35.5	30.5
Max Q Clear Time (g_c+I1), s	3.5	6.1			3.3	3.6
Green Ext Time (p_c), s	0.1	3.0			2.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	481	613	227	97	12
Future Volume (veh/h)	28	481	613	227	97	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	30	523	666	247	105	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	64	1916	1293	577	536	246
Arrive On Green	0.04	0.55	0.37	0.37	0.16	0.16
Sat Flow, veh/h	1734	3551	3551	1543	3365	1543
Grp Volume(v), veh/h	30	523	666	247	105	13
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1682	1543
Q Serve(g_s), s	0.5	2.5	4.7	3.7	0.8	0.2
Cycle Q Clear(g_c), s	0.5	2.5	4.7	3.7	0.8	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	64	1916	1293	577	536	246
V/C Ratio(X)	0.47	0.27	0.52	0.43	0.20	0.05
Avail Cap(c_a), veh/h	304	3639	2537	1131	1930	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	3.7	7.6	7.3	11.4	11.2
Incr Delay (d2), s/veh	5.3	0.1	0.3	0.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	1.1	0.8	0.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	3.8	7.9	7.8	11.6	11.3
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		553	913		118	
Approach Delay, s/veh		4.6	7.9		11.6	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.9		9.5	5.7	16.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.0		18.0	5.5	23.0
Max Q Clear Time (g_c+I1), s		4.5		2.8	2.5	6.7
Green Ext Time (p_c), s		3.8		0.3	0.0	5.0

Intersection Summary		
HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	52	5	98	63	7	4	0	210	278	547	29
Future Volume (veh/h)	0	52	5	98	63	7	4	0	210	278	547	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	58	6	110	71	8	4	0	236	312	615	33
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	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	559	249	269	249	28	0	0	0	707	698	37
Arrive On Green	0.00	0.16	0.16	0.15	0.15	0.15	0.00	0.00	0.00	0.41	0.41	0.41
Sat Flow, veh/h	0	3551	1543	1734	1607	181		0		1734	1713	92
Grp Volume(v), veh/h	0	58	6	110	0	79		0.0		312	0	648
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	0	1789				1734	0	1805
Q Serve(g_s), s	0.0	0.9	0.2	3.5	0.0	2.4				8.1	0.0	20.6
Cycle Q Clear(g_c), s	0.0	0.9	0.2	3.5	0.0	2.4				8.1	0.0	20.6
Prop In Lane	0.00		1.00	1.00		0.10				1.00		0.05
Lane Grp Cap(c), veh/h	0	559	249	269	0	277				707	0	736
V/C Ratio(X)	0.00	0.10	0.02	0.41	0.00	0.28				0.44	0.00	0.88
Avail Cap(c_a), veh/h	0	1668	744	685	0	706				937	0	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.2	21.9	23.6	0.0	23.2				13.3	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.2				0.2	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.1	1.4	0.0	1.0				2.8	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.2	21.9	24.0	0.0	23.4				13.4	0.0	23.2
LnGrp LOS	A	C	C	C	A	C				B	A	C
Approach Vol, veh/h		64			189						960	
Approach Delay, s/veh		22.2			23.8						20.0	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		15.1		31.8		15.1						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		2.9		22.6		5.5						
Green Ext Time (p_c), s		0.2		2.7		0.4						

Intersection Summary		
HCM 6th Ctrl Delay		20.7
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	361	0	0	443	568	18	365	488	0	0	0
Future Volume (veh/h)	159	361	0	0	443	568	18	365	488	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	185	420	0	0	515	660	21	516	506			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	274	1981	0	0	734	655	20	493	436			
Arrive On Green	0.08	0.57	0.00	0.00	0.42	0.42	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	71	1747	1543			
Grp Volume(v), veh/h	185	420	0	0	515	660	537	0	506			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1818	0	1543			
Q Serve(g_s), s	3.8	4.2	0.0	0.0	17.2	29.9	19.9	0.0	19.9			
Cycle Q Clear(g_c), s	3.8	4.2	0.0	0.0	17.2	29.9	19.9	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.04		1.00			
Lane Grp Cap(c), veh/h	274	1981	0	0	734	655	514	0	436			
V/C Ratio(X)	0.68	0.21	0.00	0.00	0.70	1.01	1.05	0.00	1.16			
Avail Cap(c_a), veh/h	1448	1981	0	0	734	655	514	0	436			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.4	7.3	0.0	0.0	16.6	20.3	25.3	0.0	25.3			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	3.5	37.0	52.2	0.0	94.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	1.3	0.0	0.0	6.9	16.3	15.4	0.0	18.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	0.0	0.0	20.1	57.2	77.4	0.0	120.1			
LnGrp LOS	C	A	A	A	C	F	F	A	F			
Approach Vol, veh/h		605			1175			1043				
Approach Delay, s/veh		15.0			41.0			98.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.4	35.0		25.0		45.4			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 30	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	5.8	31.9		21.9		6.2			
Green Ext Time (p_c), s	0.1	0.0		0.0		1.9			

Intersection Summary	
HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	682	42	66	738	7	143	4	42	15	6	8
Future Volume (veh/h)	9	682	42	66	738	7	143	4	42	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	863	53	84	934	9	181	5	53	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	2130	131	432	2337	23	263	6	327	62	27	16
Arrive On Green	0.01	0.64	0.64	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3311	203	1734	3511	34	961	27	1543	76	127	75
Grp Volume(v), veh/h	11	451	465	84	460	483	186	0	53	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1785	1734	1730	1815	988	0	1543	278	0	0
Q Serve(g_s), s	0.3	15.1	15.1	2.0	0.0	0.0	0.0	0.0	3.4	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	15.1	15.1	2.0	0.0	0.0	22.9	0.0	3.4	23.6	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	460	1113	1148	432	1152	1208	268	0	327	104	0	0
V/C Ratio(X)	0.02	0.41	0.41	0.19	0.40	0.40	0.69	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	743	1113	1148	676	1152	1208	268	0	327	104	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	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	10.3	10.3	7.4	0.0	0.0	46.3	0.0	38.6	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	1.0	0.2	0.8	0.7	7.5	0.0	0.2	2.0	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	0.1	5.8	6.0	0.7	0.2	0.2	6.0	0.0	1.3	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	11.3	11.3	7.5	0.8	0.7	53.8	0.0	38.8	43.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		927			1027			239			37	
Approach Delay, s/veh		11.2			1.3			50.5			43.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	81.9		30.0	5.4	84.6		30.0
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 4	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	4.0	17.1		25.6	2.3	2.0		24.9
Green Ext Time (p_c), s	0.2	7.2		0.0	0.0	7.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	381	86	55	451	92	147	545	48	56	328	245
Future Volume (veh/h)	253	381	86	55	451	92	147	545	48	56	328	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	305	459	104	66	543	111	177	657	58	67	395	295
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	315	1293	291	85	939	191	204	947	83	86	783	349
Arrive On Green	0.36	0.92	0.92	0.02	0.11	0.11	0.12	0.29	0.29	0.05	0.23	0.23
Sat Flow, veh/h	1734	2806	631	1734	2863	583	1734	3217	284	1734	3460	1543
Grp Volume(v), veh/h	305	282	281	66	327	327	177	353	362	67	395	295
Grp Sat Flow(s),veh/h/ln	1734	1730	1707	1734	1730	1716	1734	1730	1770	1734	1730	1543
Q Serve(g_s), s	20.7	2.3	2.3	4.5	21.6	21.7	12.0	21.7	21.8	4.6	12.0	21.9
Cycle Q Clear(g_c), s	20.7	2.3	2.3	4.5	21.6	21.7	12.0	21.7	21.8	4.6	12.0	21.9
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	797	787	85	567	563	204	509	521	86	783	349
V/C Ratio(X)	0.97	0.35	0.36	0.78	0.58	0.58	0.87	0.69	0.69	0.78	0.50	0.85
Avail Cap(c_a), veh/h	315	797	787	243	567	563	272	509	521	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.93	0.93	0.93	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	2.6	2.6	58.4	45.6	45.6	52.0	37.5	37.6	56.4	40.6	44.4
Incr Delay (d2), s/veh	39.8	1.1	1.2	5.3	3.9	4.0	10.2	2.6	2.5	5.7	0.7	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	0.9	0.9	2.2	10.7	10.7	5.8	9.5	9.7	2.1	5.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	3.8	3.8	63.7	49.5	49.7	62.2	40.1	40.1	62.2	41.3	58.4
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		868			720			892			757	
Approach Delay, s/veh		29.7			50.9			44.5			49.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	59.9	18.3	31.7	26.0	44.0	10.1	39.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.5	4.3	14.0	23.9	22.7	23.7	6.6	23.8
Green Ext Time (p_c), s	0.0	5.4	0.1	3.2	0.0	2.5	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	367	33	21	451	116	39	96	30	18	64	78
Future Volume (veh/h)	77	367	33	21	451	116	39	96	30	18	64	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	103	489	44	28	601	155	52	128	40	24	85	104
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2225	200	35	1744	449	83	163	46	53	125	138
Arrive On Green	0.15	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3211	288	1734	2724	701	266	943	269	112	721	795
Grp Volume(v), veh/h	103	263	270	28	381	375	220	0	0	213	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1695	1477	0	0	1629	0	0
Q Serve(g_s), s	6.9	0.0	0.0	1.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	1.9	0.0	0.0	17.6	0.0	0.0	14.8	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	0.24		0.18	0.11		0.49
Lane Grp Cap(c), veh/h	126	1198	1226	35	1108	1085	293	0	0	315	0	0
V/C Ratio(X)	0.82	0.22	0.22	0.80	0.34	0.35	0.75	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	214	1198	1226	214	1108	1085	498	0	0	523	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.5	0.0	0.0	57.3	0.0	0.0	48.1	0.0	0.0	47.1	0.0	0.0
Incr Delay (d2), s/veh	11.3	0.4	0.4	28.9	0.7	0.8	3.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.1	1.1	0.2	0.2	6.7	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	0.4	0.4	86.3	0.7	0.8	52.0	0.0	0.0	49.6	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		636			784			220			213	
Approach Delay, s/veh		10.3			3.8			52.0			49.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.0		25.3	12.9	81.7		25.3
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.8	8.9	2.0		19.6
Green Ext Time (p_c), s	0.0	3.6		1.2	0.1	5.7		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	278	71	124	422	78	129	712	66	146	626	78
Future Volume (veh/h)	82	278	71	124	422	78	129	712	66	146	626	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	91	309	79	138	469	87	143	791	73	162	696	87
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1108	279	544	1231	227	170	870	80	189	978	436
Arrive On Green	0.09	0.81	0.81	0.06	0.42	0.42	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2738	689	1734	2917	538	1734	3203	295	1734	3460	1543
Grp Volume(v), veh/h	91	193	195	138	277	279	143	427	437	162	696	87
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1724	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.7	3.3	3.4	5.5	13.2	13.4	9.7	28.7	28.7	11.0	21.7	5.1
Cycle Q Clear(g_c), s	3.7	3.3	3.4	5.5	13.2	13.4	9.7	28.7	28.7	11.0	21.7	5.1
Prop In Lane	1.00		0.41	1.00		0.31	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	404	700	687	544	730	728	170	470	480	189	978	436
V/C Ratio(X)	0.23	0.28	0.28	0.25	0.38	0.38	0.84	0.91	0.91	0.86	0.71	0.20
Avail Cap(c_a), veh/h	568	700	687	677	730	728	315	492	502	315	983	439
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	7.1	7.1	18.5	23.9	23.9	53.2	42.3	42.3	52.5	38.6	32.7
Incr Delay (d2), s/veh	0.1	1.0	1.0	0.1	1.5	1.5	4.3	20.6	20.3	5.5	2.5	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	1.4	1.3	1.3	2.2	5.7	5.8	4.4	14.8	15.1	5.1	9.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	8.1	8.1	18.6	25.4	25.4	57.5	62.9	62.6	58.1	41.2	33.0
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		479			694			1007			945	
Approach Delay, s/veh		10.2			24.1			62.0			43.3	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	53.5	16.0	38.8	9.7	55.5	17.3	37.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	7.6	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.5	5.4	11.7	23.7	5.7	15.4	13.0	30.7
Green Ext Time (p_c), s	0.1	2.0	0.1	4.2	0.1	2.5	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	22	9	114	57	72	214	110	74	149	126	364
Future Vol, veh/h	17	22	9	114	57	72	214	110	74	149	126	364
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	24	10	125	63	79	235	121	81	164	138	400
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.6	13.5	14.7	30.9
HCM LOS	B	B	B	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	80%	0%	100%	0%
Vol Thru, %	0%	60%	0%	71%	20%	28%	0%	26%
Vol Right, %	0%	40%	0%	29%	0%	72%	0%	74%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	184	17	31	143	101	149	490
LT Vol	214	0	17	0	114	0	149	0
Through Vol	0	110	0	22	29	29	0	126
RT Vol	0	74	0	9	0	72	0	364
Lane Flow Rate	235	202	19	34	157	110	164	538
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.47	0.359	0.045	0.076	0.344	0.214	0.313	0.875
Departure Headway (Hd)	7.193	6.397	8.739	8.012	7.898	6.974	6.887	5.85
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	496	558	412	450	453	511	519	614
Service Time	4.992	4.195	6.439	5.712	5.695	4.77	4.673	3.636
HCM Lane V/C Ratio	0.474	0.362	0.046	0.076	0.347	0.215	0.316	0.876
HCM Control Delay	16.3	12.8	11.9	11.4	14.8	11.7	12.8	36.4
HCM Lane LOS	C	B	B	B	B	B	B	E
HCM 95th-tile Q	2.5	1.6	0.1	0.2	1.5	0.8	1.3	10.1

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	234	236	98	88	23
Future Vol, veh/h	29	234	236	98	88	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	275	278	115	104	27
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.8	9.6	9.9
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	27%	0%	0%	0%	79%
Vol Thru, %	73%	100%	100%	45%	0%
Vol Right, %	0%	0%	0%	55%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	156	157	177	111
LT Vol	29	0	0	0	88
Through Vol	78	156	157	79	0
RT Vol	0	0	0	98	23
Lane Flow Rate	126	184	185	208	131
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.189	0.268	0.267	0.278	0.198
Departure Headway (Hd)	5.399	5.263	5.201	4.81	5.462
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	662	679	689	744	653
Service Time	3.157	3.021	2.954	2.562	3.525
HCM Lane V/C Ratio	0.19	0.271	0.269	0.28	0.201
HCM Control Delay	9.4	10	9.9	9.4	9.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.7	1.1	1.1	1.1	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	166	140	55	207	42	38	588	65	24	388	48
Future Volume (veh/h)	49	166	140	55	207	42	38	588	65	24	388	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	54	182	154	60	227	46	42	646	71	26	426	53
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	69	1004	800	77	1589	316	54	758	83	34	711	88
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.03	0.24	0.24	0.02	0.23	0.23
Sat Flow, veh/h	1734	1830	1458	1734	2876	572	1734	3144	345	1734	3099	383
Grp Volume(v), veh/h	54	171	165	60	135	138	42	355	362	26	237	242
Grp Sat Flow(s),veh/h/ln	1734	1730	1559	1734	1730	1718	1734	1730	1759	1734	1730	1752
Q Serve(g_s), s	3.7	6.0	6.4	4.1	4.5	4.7	2.9	23.5	23.6	1.8	14.7	14.8
Cycle Q Clear(g_c), s	3.7	6.0	6.4	4.1	4.5	4.7	2.9	23.5	23.6	1.8	14.7	14.8
Prop In Lane	1.00		0.94	1.00		0.33	1.00		0.20	1.00		0.22
Lane Grp Cap(c), veh/h	69	949	855	77	956	950	54	417	424	34	397	402
V/C Ratio(X)	0.78	0.18	0.19	0.78	0.14	0.15	0.78	0.85	0.85	0.78	0.60	0.60
Avail Cap(c_a), veh/h	228	949	855	228	956	950	272	525	534	272	525	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	0.63	0.63	0.63	0.82	0.82	0.82
Uniform Delay (d), s/veh	57.1	13.6	13.7	56.7	13.0	13.1	57.7	43.5	43.5	58.6	41.3	41.3
Incr Delay (d2), s/veh	16.7	0.4	0.5	15.3	0.3	0.3	14.2	6.9	6.9	26.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.4	2.4	2.1	1.8	1.9	1.5	10.8	11.0	1.0	6.4	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	14.0	14.2	72.0	13.3	13.4	72.0	50.4	50.4	84.7	42.4	42.5
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		390			333			759			505	
Approach Delay, s/veh		22.4			23.9			51.6			44.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	70.4	7.9	32.1	9.0	70.9	6.5	33.5
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.1	8.4	4.9	16.8	5.7	6.7	3.8	25.6
Green Ext Time (p_c), s	0.1	2.0	0.1	2.8	0.1	1.6	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	36	124	357	130	176
Future Vol, veh/h	61	36	124	357	130	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	40	138	397	144	196

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	915	242	340	0	-	0
Stage 1	242	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	303	797	1219	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	797	1219	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1219	-	259	797	-	-
HCM Lane V/C Ratio	0.113	-	0.262	0.05	-	-
HCM Control Delay (s)	8.3	0	23.8	9.8	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	1	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	485	25	32	665	223	63	203	21	52	61	45
Future Volume (veh/h)	0	485	25	32	665	223	63	203	21	52	61	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	533	27	35	731	245	69	223	23	57	67	49
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	582	29	50	1066	381	276	332	34	178	200	146
Arrive On Green	0.00	0.17	0.17	0.86	0.86	0.86	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	0	3442	169	115	2476	886	1276	1624	167	1134	978	715
Grp Volume(v), veh/h	0	275	285	552	0	459	69	0	246	57	0	116
Grp Sat Flow(s),veh/h/ln	0	1730	1791	1815	0	1662	1276	0	1791	1134	0	1692
Q Serve(g_s), s	0.0	12.5	12.5	8.6	0.0	6.9	3.9	0.0	10.1	3.9	0.0	4.7
Cycle Q Clear(g_c), s	0.0	12.5	12.5	8.6	0.0	6.9	8.6	0.0	10.1	14.0	0.0	4.7
Prop In Lane	0.00		0.09	0.06		0.53	1.00		0.09	1.00		0.42
Lane Grp Cap(c), veh/h	0	301	311	781	0	715	276	0	366	178	0	346
V/C Ratio(X)	0.00	0.91	0.92	0.71	0.00	0.64	0.25	0.00	0.67	0.32	0.00	0.34
Avail Cap(c_a), veh/h	0	301	311	781	0	715	413	0	557	299	0	527
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)	0.00	1.00	1.00	0.95	0.00	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.5	32.5	3.8	0.0	3.6	30.8	0.0	29.3	35.8	0.0	27.2
Incr Delay (d2), s/veh	0.0	33.9	33.6	5.1	0.0	4.2	0.2	0.0	0.8	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	8.1	2.5	0.0	2.0	1.2	0.0	4.3	1.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	66.4	66.1	8.8	0.0	7.8	31.0	0.0	30.1	36.2	0.0	27.4
LnGrp LOS	A	E	E	A	A	A	C	A	C	D	A	C
Approach Vol, veh/h		560			1011			315			173	
Approach Delay, s/veh		66.2			8.4			30.3			30.3	
Approach LOS		E			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.5		21.5		19.0		21.5				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		10.6		16.0		14.5		12.1				
Green Ext Time (p_c), s		4.2		0.3		0.0		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	346	128	257	544	0	0	0	0	297	3	380
Future Volume (veh/h)	0	346	128	257	544	0	0	0	0	297	3	380
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	393	145	292	618	0				488	0	273
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1779	626	369	2279	0				742	0	330
Arrive On Green	0.00	0.49	0.49	0.11	0.66	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3792	1277	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	357	181	292	618	0				488	0	273
Grp Sat Flow(s),veh/h/ln	0	1657	1591	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	4.9	5.2	6.8	5.9	0.0				10.3	0.0	13.5
Cycle Q Clear(g_c), s	0.0	4.9	5.2	6.8	5.9	0.0				10.3	0.0	13.5
Prop In Lane	0.00		0.80	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1625	780	369	2279	0				742	0	330
V/C Ratio(X)	0.00	0.22	0.23	0.79	0.27	0.00				0.66	0.00	0.83
Avail Cap(c_a), veh/h	0	1625	780	379	2279	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.34	0.34	0.67	0.67	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.7	11.7	34.7	5.7	0.0				28.8	0.0	30.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	6.7	0.2	0.0				1.2	0.0	10.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.8	3.0	1.8	0.0				4.3	0.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	12.0	41.4	5.9	0.0				30.0	0.0	40.8
LnGrp LOS	A	B	B	D	A	A				C	A	D
Approach Vol, veh/h		538			910						761	
Approach Delay, s/veh		11.8			17.3						33.8	
Approach LOS		B			B						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	57.8	22.2	13.5	44.3
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	7.9	15.5	8.8	7.2
Green Ext Time (p_c), s	3.1	1.6	0.0	2.4

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	483	0	0	491	326	318	28	391	0	0	0
Future Volume (veh/h)	254	483	0	0	491	326	318	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	270	514	0	0	522	347	492	0	274			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	356	1911	0	0	691	459	806	0	358			
Arrive On Green	0.11	0.55	0.00	0.00	0.35	0.35	0.23	0.00	0.23			
Sat Flow, veh/h	3365	3551	0	0	2082	1322	3469	0	1543			
Grp Volume(v), veh/h	270	514	0	0	453	416	492	0	274			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1583	1734	0	1543			
Q Serve(g_s), s	3.7	3.7	0.0	0.0	11.0	11.0	6.0	0.0	7.8			
Cycle Q Clear(g_c), s	3.7	3.7	0.0	0.0	11.0	11.0	6.0	0.0	7.8			
Prop In Lane	1.00		0.00	0.00		0.84	1.00		1.00			
Lane Grp Cap(c), veh/h	356	1911	0	0	601	550	806	0	358			
V/C Ratio(X)	0.76	0.27	0.00	0.00	0.75	0.76	0.61	0.00	0.76			
Avail Cap(c_a), veh/h	356	2691	0	0	991	907	1320	0	587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.6	5.6	0.0	0.0	13.7	13.7	16.2	0.0	17.0			
Incr Delay (d2), s/veh	8.3	0.0	0.0	0.0	0.7	0.8	0.3	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.9	0.0	0.0	3.6	3.3	2.1	0.0	2.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	5.6	0.0	0.0	14.4	14.5	16.5	0.0	18.2			
LnGrp LOS	C	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		784			869			766				
Approach Delay, s/veh		13.6			14.4			17.1				
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	21.5		16.1		31.2			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	5.7	13.0		9.8		5.7			
Green Ext Time (p_c), s	0.0	3.4		1.2		2.4			

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	682	4	18	553	62	23	7	12	68	7	135
Future Volume (veh/h)	67	682	4	18	553	62	23	7	12	68	7	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	76	775	5	20	628	70	26	8	14	77	8	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	2304	15	30	1929	215	52	18	31	188	8	160
Arrive On Green	0.06	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3524	23	1734	3139	349	1734	594	1040	1734	77	1478
Grp Volume(v), veh/h	76	380	400	20	346	352	26	0	22	77	0	161
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1758	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.2	9.4	9.4	1.1	0.0	0.0	1.4	0.0	1.3	4.0	0.0	9.9
Cycle Q Clear(g_c), s	4.2	9.4	9.4	1.1	0.0	0.0	1.4	0.0	1.3	4.0	0.0	9.9
Prop In Lane	1.00		0.01	1.00		0.20	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	98	1131	1188	30	1063	1081	52	0	49	188	0	168
V/C Ratio(X)	0.78	0.34	0.34	0.67	0.33	0.33	0.50	0.00	0.45	0.41	0.00	0.96
Avail Cap(c_a), veh/h	267	1131	1188	267	1063	1081	441	0	415	188	0	168
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	7.4	7.4	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.6
Incr Delay (d2), s/veh	11.8	0.8	0.7	22.3	0.8	0.8	7.2	0.0	6.3	1.4	0.0	56.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.3	3.5	0.6	0.2	0.2	0.7	0.0	0.6	1.8	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	8.1	8.1	68.3	0.8	0.8	53.0	0.0	52.0	41.4	0.0	98.7
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		856			718			48			238	
Approach Delay, s/veh		12.4			2.7			52.6			80.2	
Approach LOS		B			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	67.7		15.0	9.6	63.9		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.1	11.4		11.9	6.2	2.0		3.4
Green Ext Time (p_c), s	0.0	4.6		0.0	0.1	4.7		0.1

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	725	19	6	526	34	21	12	22	22	20	36
Future Volume (veh/h)	20	725	19	6	526	34	21	12	22	22	20	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	23	824	22	7	598	39	24	14	25	25	23	41
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	914	24	728	2221	145	30	18	32	32	30	53
Arrive On Green	0.04	0.53	0.53	0.42	0.67	0.67	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3443	92	1734	3298	215	636	371	663	466	429	765
Grp Volume(v), veh/h	23	414	432	7	313	324	63	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1805	1734	1730	1782	1670	0	0	1660	0	0
Q Serve(g_s), s	1.3	20.7	20.7	0.2	6.9	7.0	3.6	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	20.7	20.7	0.2	6.9	7.0	3.6	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.38		0.40	0.28		0.46
Lane Grp Cap(c), veh/h	33	459	479	728	1165	1201	80	0	0	114	0	0
V/C Ratio(X)	0.69	0.90	0.90	0.01	0.27	0.27	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	528	728	1165	1201	181	0	0	422	0	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)	0.94	0.94	0.94	0.94	0.94	0.94	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.4	21.4	16.2	6.2	6.3	45.2	0.0	0.0	44.0	0.0	0.0
Incr Delay (d2), s/veh	8.7	22.4	21.7	0.0	0.5	0.5	6.4	0.0	0.0	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.2	8.5	0.1	2.4	2.5	1.6	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	43.8	43.1	16.2	6.8	6.8	51.6	0.0	0.0	48.2	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		869			644			63			89	
Approach Delay, s/veh		43.7			6.9			51.6			48.2	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.2	30.4		11.2	6.0	69.6		9.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	4.8	* 28		24.4	* 15	28.1		10.4
Max Q Clear Time (g_c+I1), s	2.2	22.7		7.1	3.3	9.0		5.6
Green Ext Time (p_c), s	0.0	2.8		0.2	0.0	4.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	455	102	149	347	101	153	540	162	81	445	94
Future Volume (veh/h)	133	455	102	149	347	101	153	540	162	81	445	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	511	115	167	390	113	172	607	182	91	500	106
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	209	1838	820	225	1423	408	231	727	428	143	637	380
Arrive On Green	0.06	0.53	0.53	0.13	1.00	1.00	0.14	0.42	0.42	0.04	0.18	0.18
Sat Flow, veh/h	3365	3460	1543	3365	2654	760	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	149	511	115	167	253	250	172	607	182	91	500	106
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1684	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.2	9.7	4.5	5.7	0.0	0.0	5.9	18.8	9.8	3.2	16.5	6.7
Cycle Q Clear(g_c), s	5.2	9.7	4.5	5.7	0.0	0.0	5.9	18.8	9.8	3.2	16.5	6.7
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	1838	820	225	927	903	231	727	428	143	637	380
V/C Ratio(X)	0.71	0.28	0.14	0.74	0.27	0.28	0.75	0.83	0.43	0.64	0.79	0.28
Avail Cap(c_a), veh/h	471	1838	820	471	927	903	499	1078	584	471	1050	564
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.90	0.90	0.90	0.78	0.78	0.78	0.80	0.80	0.80
Uniform Delay (d), s/veh	55.2	15.5	14.2	51.0	0.0	0.0	50.8	32.9	25.6	56.5	46.7	36.6
Incr Delay (d2), s/veh	4.2	0.4	0.3	4.3	0.7	0.7	3.7	3.0	0.5	3.7	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.9	1.7	2.4	0.2	0.2	2.5	6.6	3.2	1.4	7.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	15.8	14.6	55.3	0.7	0.7	54.5	35.9	26.1	60.3	48.4	36.9
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	D
Approach Vol, veh/h		775			670			961			697	
Approach Delay, s/veh		24.0			14.3			37.4			48.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	68.7	12.4	26.7	11.7	69.2	9.3	29.8
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.7	11.7	7.9	18.5	7.2	2.0	5.2	20.8
Green Ext Time (p_c), s	0.3	3.7	0.4	3.5	0.3	3.3	0.2	4.4

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	557	11	16	590	128	21	40	27	120	40	77
Future Volume (veh/h)	79	557	11	16	590	128	21	40	27	120	40	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	696	14	20	738	160	26	50	34	150	50	96
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	680	2247	1002	28	756	164	34	152	129	177	302	256
Arrive On Green	0.78	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.17	0.17
Sat Flow, veh/h	1734	3460	1543	1734	2828	613	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	99	696	14	20	451	447	26	50	34	150	50	96
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1711	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.7	0.0	0.0	1.4	31.2	31.2	1.8	3.1	2.5	10.2	2.8	2.9
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.4	31.2	31.2	1.8	3.1	2.5	10.2	2.8	2.9
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	680	2247	1002	28	463	458	34	152	129	177	302	256
V/C Ratio(X)	0.15	0.31	0.01	0.71	0.98	0.98	0.78	0.33	0.26	0.85	0.17	0.37
Avail Cap(c_a), veh/h	680	2247	1002	228	463	458	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	59.4	54.3	54.3	58.6	51.8	51.6	53.0	42.9	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.3	31.6	31.9	30.8	1.3	1.1	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	18.6	18.4	1.1	1.5	1.0	4.7	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	0.3	0.0	68.7	85.9	86.2	89.4	53.1	52.6	57.2	43.2	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		809			918			110			296	
Approach Delay, s/veh		1.3			85.7			61.5			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	82.8	6.5	24.5	52.0	37.0	16.4	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.4	2.0	3.8	4.9	3.7	33.2	12.2	5.1
Green Ext Time (p_c), s	0.0	6.7	0.0	0.6	0.1	0.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	423	90	80	518	130	136	682	55	133	608	127
Future Volume (veh/h)	169	423	90	80	518	130	136	682	55	133	608	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	186	465	99	88	569	143	149	749	60	146	668	140
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	249	1247	264	139	1113	279	176	871	70	173	923	412
Arrive On Green	0.02	0.14	0.14	0.04	0.41	0.41	0.10	0.27	0.27	0.10	0.27	0.27
Sat Flow, veh/h	3365	2842	601	3365	2741	687	1734	3245	260	1734	3460	1543
Grp Volume(v), veh/h	186	282	282	88	359	353	149	399	410	146	668	140
Grp Sat Flow(s),veh/h/ln	1682	1730	1713	1682	1730	1698	1734	1730	1774	1734	1730	1543
Q Serve(g_s), s	6.6	17.7	17.9	3.1	18.6	18.7	10.1	26.3	26.4	9.9	21.1	8.8
Cycle Q Clear(g_c), s	6.6	17.7	17.9	3.1	18.6	18.7	10.1	26.3	26.4	9.9	21.1	8.8
Prop In Lane	1.00		0.35	1.00		0.40	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	249	759	752	139	703	689	176	465	476	173	923	412
V/C Ratio(X)	0.75	0.37	0.38	0.63	0.51	0.51	0.85	0.86	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	759	752	443	703	689	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	36.3	36.4	56.6	26.7	26.7	53.0	41.7	41.7	53.1	40.0	35.5
Incr Delay (d2), s/veh	4.2	1.3	1.3	4.7	2.6	2.7	20.0	10.5	10.3	19.3	1.7	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	3.0	8.5	8.5	1.4	8.1	8.0	5.4	12.4	12.7	5.2	9.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	37.7	37.8	61.3	29.3	29.4	73.0	52.2	52.0	72.4	41.7	36.0
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		750			800			958			954	
Approach Delay, s/veh		43.6			32.9			55.4			45.5	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	57.6	16.4	36.9	13.1	53.6	16.2	37.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.1	19.9	12.1	23.1	8.6	20.7	11.9	28.4
Green Ext Time (p_c), s	0.1	2.4	0.1	4.6	0.3	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	37	45	329	409	10
Future Volume (veh/h)	4	37	45	329	409	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	4	40	49	358	455	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	708	74	538	841	374
Arrive On Green	0.00	0.39	0.39	0.39	0.24	0.00
Sat Flow, veh/h	0	1821	189	1383	3469	1543
Grp Volume(v), veh/h	0	40	0	407	455	0
Grp Sat Flow(s),veh/h/ln	0	1821	0	1572	1734	1543
Q Serve(g_s), s	0.0	0.3	0.0	5.2	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.0	5.2	2.8	0.0
Prop In Lane	0.00			0.88	1.00	1.00
Lane Grp Cap(c), veh/h	0	708	0	611	841	374
V/C Ratio(X)	0.00	0.06	0.00	0.67	0.54	0.00
Avail Cap(c_a), veh/h	0	3201	0	1314	2573	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.7	0.0	6.2	8.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.9	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.7	0.0	7.4	8.6	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		40	407		455	
Approach Delay, s/veh		4.7	7.4		8.6	
Approach LOS		A	A		A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	14.0		10.4	0.0	14.0
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	42.9		18.1	18.0	20.4
Max Q Clear Time (g_c+I1), s	2.3		4.8	0.0	7.2
Green Ext Time (p_c), s	0.2		1.4	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	145
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	533	151	363	306	113	137	199	288	23	88	7
Future Vol, veh/h	4	533	151	363	306	113	137	199	288	23	88	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	599	170	408	344	127	154	224	324	26	99	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	121.9	87.8	265.2	23.2
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	41%	0%	100%	54%	0%	100%	47%	0%	93%
Vol Right, %	0%	59%	0%	0%	46%	0%	0%	53%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	487	4	355	329	363	204	215	23	95
LT Vol	137	0	4	0	0	363	0	0	23	0
Through Vol	0	199	0	355	178	0	204	102	0	88
RT Vol	0	288	0	0	151	0	0	113	0	7
Lane Flow Rate	154	547	4	399	369	408	229	242	26	107
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.502	1.647	0.014	1.169	1.049	1.2	0.642	0.652	0.094	0.371
Departure Headway (Hd)	12.436	11.501	12.799	12.27	11.93	11.959	11.431	11.042	14.275	13.699
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	292	323	281	299	307	306	319	329	252	265
Service Time	10.136	9.201	10.499	9.97	9.63	9.659	9.131	8.742	11.975	11.399
HCM Lane V/C Ratio	0.527	1.693	0.014	1.334	1.202	1.333	0.718	0.736	0.103	0.404
HCM Control Delay	27	332.2	15.7	141.9	101.5	151.8	32.5	32.2	18.5	24.3
HCM Lane LOS	D	F	C	F	F	F	D	D	C	C
HCM 95th-tile Q	2.6	31.5	0	14.9	11.9	16	4.2	4.3	0.3	1.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	637	173	222	528	0	0	0	0	321	0	274
Future Volume (veh/h)	0	637	173	222	528	0	0	0	0	321	0	274
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	716	194	249	593	0				361	0	308
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1353	362	155	1853	0				436	0	388
Arrive On Green	0.00	0.35	0.35	0.09	0.54	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	4067	1044	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	607	303	249	593	0				361	0	308
Grp Sat Flow(s),veh/h/ln	0	1657	1633	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	8.4	8.5	5.1	5.5	0.0				11.3	0.0	10.7
Cycle Q Clear(g_c), s	0.0	8.4	8.5	5.1	5.5	0.0				11.3	0.0	10.7
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1149	566	155	1853	0				436	0	388
V/C Ratio(X)	0.00	0.53	0.54	1.61	0.32	0.00				0.83	0.00	0.79
Avail Cap(c_a), veh/h	0	1767	871	155	2498	0				500	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	26.0	7.5	0.0				20.2	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.6	1.4	302.5	0.2	0.0				9.9	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	15.0	1.6	0.0				5.3	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.6	16.3	328.5	7.6	0.0				30.2	0.0	28.5
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		910			842						669	
Approach Delay, s/veh		15.8			102.5						29.4	
Approach LOS		B			F						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	36.7	20.5	10.8	25.9
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	7.5	13.3	7.1	10.5
Green Ext Time (p_c), s	7.5	1.1	0.0	9.3

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	678	0	0	596	449	169	3	351	0	0	0
Future Volume (veh/h)	308	678	0	0	596	449	169	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	338	745	0	0	655	493	186	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	137	1922	0	0	732	548	437	7	394			
Arrive On Green	0.08	0.56	0.00	0.00	0.39	0.39	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1976	1413	1708	28	1543			
Grp Volume(v), veh/h	338	745	0	0	601	547	189	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1567	1736	0	1543			
Q Serve(g_s), s	5.1	7.9	0.0	0.0	21.0	21.2	5.9	0.0	16.0			
Cycle Q Clear(g_c), s	5.1	7.9	0.0	0.0	21.0	21.2	5.9	0.0	16.0			
Prop In Lane	1.00		0.00	0.00		0.90	0.98		1.00			
Lane Grp Cap(c), veh/h	137	1922	0	0	672	608	444	0	394			
V/C Ratio(X)	2.47	0.39	0.00	0.00	0.90	0.90	0.43	0.00	0.98			
Avail Cap(c_a), veh/h	137	1946	0	0	683	619	444	0	394			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.7	8.1	0.0	0.0	18.5	18.6	20.1	0.0	23.9			
Incr Delay (d2), s/veh	681.5	0.2	0.0	0.0	14.8	16.5	0.2	0.0	39.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	28.0	2.5	0.0	0.0	10.2	9.6	2.3	0.0	9.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	711.3	8.3	0.0	0.0	33.3	35.1	20.3	0.0	63.2			
LnGrp LOS	F	A	A	A	C	D	C	A	E			
Approach Vol, veh/h		1083			1148			575				
Approach Delay, s/veh		227.7			34.1			49.1				
Approach LOS		F			C			D				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.8	31.2		22.6		42.0						
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1						
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3						
Max Q Clear Time (g_c+I1), s	7.1	23.2		18.0		9.9						
Green Ext Time (p_c), s	0.0	1.9		0.0		9.0						

Intersection Summary	
HCM 6th Ctrl Delay	111.9
HCM 6th LOS	F

Notes

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

Intersection	
Intersection Delay, s/veh	28.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	726	16	11	699	7	123	24	9	19	14	31
Future Vol, veh/h	43	726	16	11	699	7	123	24	9	19	14	31
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	807	18	12	777	8	137	27	10	21	16	34
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	33	27.4	14.7	12.1
HCM LOS	D	D	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	11%	0%	3%	0%	30%
Vol Thru, %	15%	89%	96%	97%	98%	22%
Vol Right, %	6%	0%	4%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	406	379	361	357	64
LT Vol	123	43	0	11	0	19
Through Vol	24	363	363	350	350	14
RT Vol	9	0	16	0	7	31
Lane Flow Rate	173	451	421	401	396	71
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.359	0.845	0.779	0.756	0.744	0.15
Departure Headway (Hd)	7.463	6.74	6.656	6.795	6.765	7.607
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	532	539	529	531	469
Service Time	5.532	4.534	4.45	4.592	4.563	5.701
HCM Lane V/C Ratio	0.36	0.848	0.781	0.758	0.746	0.151
HCM Control Delay	14.7	36.4	29.3	27.9	26.9	12.1
HCM Lane LOS	B	E	D	D	D	B
HCM 95th-tile Q	1.6	8.8	7.1	6.6	6.3	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	548	260	47	449	41	150	614	56	45	551	83
Future Volume (veh/h)	116	548	260	47	449	41	150	614	56	45	551	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	130	616	292	53	504	46	169	690	63	51	619	93
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	156	615	291	68	703	64	196	999	91	398	1492	665
Arrive On Green	0.09	0.27	0.27	0.04	0.22	0.22	0.11	0.31	0.31	0.30	0.57	0.57
Sat Flow, veh/h	1734	2278	1079	1734	3207	292	1734	3206	292	1734	3460	1543
Grp Volume(v), veh/h	130	468	440	53	271	279	169	372	381	51	619	93
Grp Sat Flow(s),veh/h/ln	1734	1730	1627	1734	1730	1769	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	8.8	32.4	32.4	3.6	17.4	17.5	11.5	22.6	22.7	2.6	12.0	3.4
Cycle Q Clear(g_c), s	8.8	32.4	32.4	3.6	17.4	17.5	11.5	22.6	22.7	2.6	12.0	3.4
Prop In Lane	1.00		0.66	1.00		0.17	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	156	467	439	68	379	388	196	539	551	398	1492	665
V/C Ratio(X)	0.83	1.00	1.00	0.78	0.71	0.72	0.86	0.69	0.69	0.13	0.41	0.14
Avail Cap(c_a), veh/h	243	467	439	243	467	478	286	539	551	398	1492	665
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.7	43.8	43.8	57.1	43.4	43.4	52.3	36.2	36.2	33.0	17.1	15.3
Incr Delay (d2), s/veh	7.7	42.0	43.4	7.1	4.0	4.0	11.9	7.1	7.0	0.0	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	19.2	18.2	1.7	7.9	8.1	5.6	10.6	10.8	1.1	4.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	85.8	87.2	64.2	47.3	47.4	64.2	43.3	43.2	33.1	17.8	15.6
LnGrp LOS	E	F	F	E	D	D	E	D	D	C	B	B
Approach Vol, veh/h		1038			603			922			763	
Approach Delay, s/veh		83.4			48.8			47.1			18.5	
Approach LOS		F			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	37.0	17.8	56.3	15.0	30.9	32.1	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 7	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	5.6	34.4	13.5	14.0	10.8	19.5	4.6	24.7
Green Ext Time (p_c), s	0.0	0.0	0.1	5.3	0.1	2.7	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	317	189	183	201	170
Future Vol, veh/h	177	317	189	183	201	170
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	356	212	206	226	191
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	12	14.5	16.3
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	183	177	159	159	201	170
LT Vol	0	0	177	0	0	201	0
Through Vol	189	0	0	0	0	0	170
RT Vol	0	183	0	159	159	0	0
Lane Flow Rate	212	206	199	178	178	226	191
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.434	0.374	0.409	0.306	0.219	0.49	0.387
Departure Headway (Hd)	7.365	6.667	7.499	6.179	4.417	7.803	7.293
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	491	543	483	575	800	465	497
Service Time	5.081	4.367	5.199	3.979	2.216	5.503	4.993
HCM Lane V/C Ratio	0.432	0.379	0.412	0.31	0.223	0.486	0.384
HCM Control Delay	15.6	13.3	15.3	11.7	8.5	17.8	14.5
HCM Lane LOS	C	B	C	B	A	C	B
HCM 95th-tile Q	2.2	1.7	2	1.3	0.8	2.6	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	181	131	91	311	2	184	16	173	4	14	7
Future Volume (veh/h)	35	181	131	91	311	2	184	16	173	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	255	185	128	438	3	259	23	244	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	749	334	177	932	6	580	34	449	152	320	135
Arrive On Green	0.05	0.22	0.22	0.10	0.26	0.26	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1734	3460	1543	1734	3523	24	1309	116	1543	106	1100	464
Grp Volume(v), veh/h	49	255	185	128	215	226	282	0	244	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1817	1425	0	1543	1670	0	0
Q Serve(g_s), s	1.0	2.2	3.7	2.5	3.6	3.6	5.5	0.0	4.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	2.2	3.7	2.5	3.6	3.6	6.0	0.0	4.6	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.92		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	94	749	334	177	458	481	614	0	449	607	0	0
V/C Ratio(X)	0.52	0.34	0.55	0.72	0.47	0.47	0.46	0.00	0.54	0.06	0.00	0.00
Avail Cap(c_a), veh/h	301	1801	803	426	1026	1077	1019	0	893	1060	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	11.5	12.1	15.0	10.7	10.7	10.8	0.0	10.3	8.9	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.3	1.4	5.4	0.8	0.7	0.5	0.0	1.0	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	0.4	0.7	1.1	1.1	1.1	1.2	1.5	0.0	1.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	11.7	13.5	20.5	11.4	11.4	11.3	0.0	11.4	8.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	B	A	A	A
Approach Vol, veh/h		489			569			526			36	
Approach Delay, s/veh		13.2			13.4			11.3			8.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.5	8.0	12.0	14.5	6.4	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	8.0	4.5	5.7	2.5	3.0	5.6
Green Ext Time (p_c), s	2.1	0.1	1.8	0.1	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	43	51	22	11	13
Future Vol, veh/h	86	43	51	22	11	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	47	55	24	12	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	251	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	738	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	709	935
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	816	-	-	1443	-
HCM Lane V/C Ratio	0.032	-	-	0.038	-
HCM Control Delay (s)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	69	43	51	114	11	13
Future Vol, veh/h	69	43	51	114	11	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	47	55	124	12	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	122	0	333	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1465	-	662	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	636	957
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	777	-	-	1465	-
HCM Lane V/C Ratio	0.034	-	-	0.038	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	43	60	103	11	15
Future Vol, veh/h	26	43	60	103	11	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	47	65	112	12	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	294	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	697	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	666	1016
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	831	-	-	1524	-
HCM Lane V/C Ratio	0.034	-	-	0.043	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	448	532	375	93	11
Future Vol, veh/h	43	448	532	375	93	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	487	578	408	101	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	986	0	-	0	1120	493
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	696	-	-	-	200	522
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	696	-	-	-	186	522
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	696	-	-	-	299	522
HCM Lane V/C Ratio	0.067	-	-	-	0.338	0.023
HCM Control Delay (s)	10.5	-	-	-	23.1	12.1
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4	0.1

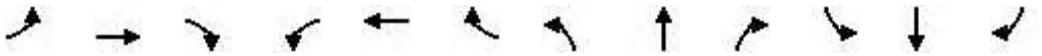
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	448	860	188	0	47
Future Vol, veh/h	0	448	860	188	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	487	935	204	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	570
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	465
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	465
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	465
HCM Lane V/C Ratio	-	-	-	0.11
HCM Control Delay (s)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	119	61	37	184	179	86	103	137	127	65	23
Future Volume (veh/h)	29	119	61	37	184	179	86	103	137	127	65	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	32	129	66	40	200	195	93	112	149	138	71	25
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	64	366	311	77	361	322	138	155	207	174	309	109
Arrive On Green	0.04	0.20	0.20	0.04	0.21	0.21	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	709	943	1734	1287	453
Grp Volume(v), veh/h	32	129	66	40	200	195	93	0	261	138	0	96
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1651	1734	0	1740
Q Serve(g_s), s	0.7	2.5	1.5	0.9	4.3	4.7	2.2	0.0	6.1	3.2	0.0	1.8
Cycle Q Clear(g_c), s	0.7	2.5	1.5	0.9	4.3	4.7	2.2	0.0	6.1	3.2	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.26
Lane Grp Cap(c), veh/h	64	366	311	77	361	322	138	0	362	174	0	418
V/C Ratio(X)	0.50	0.35	0.21	0.52	0.55	0.61	0.68	0.00	0.72	0.79	0.00	0.23
Avail Cap(c_a), veh/h	209	835	708	209	794	708	209	0	718	209	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	14.2	13.8	19.4	14.7	14.8	18.6	0.0	15.0	18.2	0.0	12.6
Incr Delay (d2), s/veh	5.8	0.6	0.3	5.3	1.3	1.8	5.7	0.0	2.7	15.8	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	0.4	0.9	0.5	0.4	1.5	1.6	1.0	0.0	2.2	1.9	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	14.8	14.1	24.6	16.0	16.7	24.2	0.0	17.7	34.0	0.0	12.9
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		227			435			354			234	
Approach Delay, s/veh		16.1			17.1			19.4			25.4	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	12.8	7.8	14.5	6.0	13.1	8.7	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.9	4.5	4.2	3.8	2.7	6.7	5.2	8.1
Green Ext Time (p_c), s	0.0	0.7	0.0	0.3	0.0	1.9	0.0	1.1

Intersection Summary			
HCM 6th Ctrl Delay		19.1	
HCM 6th LOS		B	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	230	86	232	58	22	173
Future Volume (veh/h)	230	86	232	58	22	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	250	93	252	63	24	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	385	342	602	148	53	1472
Arrive On Green	0.22	0.22	0.22	0.22	0.03	0.43
Sat Flow, veh/h	1734	1543	2845	675	1734	3551
Grp Volume(v), veh/h	250	93	156	159	24	188
Grp Sat Flow(s),veh/h/ln	1734	1543	1730	1700	1734	1730
Q Serve(g_s), s	3.3	1.3	2.0	2.1	0.3	0.8
Cycle Q Clear(g_c), s	3.3	1.3	2.0	2.1	0.3	0.8
Prop In Lane	1.00	1.00		0.40	1.00	
Lane Grp Cap(c), veh/h	385	342	378	372	53	1472
V/C Ratio(X)	0.65	0.27	0.41	0.43	0.45	0.13
Avail Cap(c_a), veh/h	1223	1088	1254	1232	340	3796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	8.2	8.6	8.6	12.2	4.5
Incr Delay (d2), s/veh	1.9	0.4	0.7	0.8	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.5	0.5	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	8.6	9.3	9.4	18.0	4.5
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	343		315			212
Approach Delay, s/veh	10.3		9.3			6.0
Approach LOS	B		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	5.3	10.1				15.4	10.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	5.8	18.5				28.0	18.0
Max Q Clear Time (g_c+I1), s	2.3	4.1				2.8	5.3
Green Ext Time (p_c), s	0.0	1.5				1.1	0.9

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	462	397	58	230	29
Future Volume (veh/h)	7	462	397	58	230	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	8	502	432	63	250	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	19	1596	959	428	648	297
Arrive On Green	0.01	0.46	0.28	0.28	0.19	0.19
Sat Flow, veh/h	1734	3551	3551	1543	3365	1543
Grp Volume(v), veh/h	8	502	432	63	250	32
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1682	1543
Q Serve(g_s), s	0.1	2.4	2.7	0.8	1.7	0.4
Cycle Q Clear(g_c), s	0.1	2.4	2.7	0.8	1.7	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	19	1596	959	428	648	297
V/C Ratio(X)	0.43	0.31	0.45	0.15	0.39	0.11
Avail Cap(c_a), veh/h	334	2397	2397	1069	2331	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	4.4	7.8	7.1	9.2	8.7
Incr Delay (d2), s/veh	14.7	0.1	0.3	0.2	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.6	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.4	4.5	8.1	7.2	9.5	8.8
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h		510	495		282	
Approach Delay, s/veh		4.9	8.0		9.4	
Approach LOS		A	A		A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.5		9.5	4.8	11.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.0		18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s		4.4		3.7	2.1	4.7
Green Ext Time (p_c), s		2.8		0.8	0.0	2.5

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	104	16	63	66	28	11	0	566	795	607	24
Future Volume (veh/h)	0	104	16	63	66	28	11	0	566	795	607	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	108	17	66	69	29	11	0	590	742	752	25
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	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	650	290	227	159	67	0	0	0	779	787	26
Arrive On Green	0.00	0.19	0.19	0.13	0.13	0.13	0.00	0.00	0.00	0.45	0.45	0.45
Sat Flow, veh/h	0	3551	1543	1734	1217	512		0		1734	1752	58
Grp Volume(v), veh/h	0	108	17	66	0	98		0.0		742	0	777
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	0	1729				1734	0	1811
Q Serve(g_s), s	0.0	1.9	0.7	2.5	0.0	3.8				30.3	0.0	30.5
Cycle Q Clear(g_c), s	0.0	1.9	0.7	2.5	0.0	3.8				30.3	0.0	30.5
Prop In Lane	0.00		1.00	1.00		0.30				1.00		0.03
Lane Grp Cap(c), veh/h	0	650	290	227	0	226				779	0	814
V/C Ratio(X)	0.00	0.17	0.06	0.29	0.00	0.43				0.95	0.00	0.95
Avail Cap(c_a), veh/h	0	1403	626	576	0	575				788	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.1	24.6	28.9	0.0	29.5				19.5	0.0	19.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.5				20.8	0.0	20.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.2	1.0	0.0	1.6				15.4	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.1	24.6	29.2	0.0	30.0				40.3	0.0	40.4
LnGrp LOS	A	C	C	C	A	C				D	A	D
Approach Vol, veh/h		125			164						1519	
Approach Delay, s/veh		25.1			29.7						40.3	
Approach LOS		C			C						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		18.9		39.6		15.2						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		3.9		32.5		5.8						
Green Ext Time (p_c), s		0.4		0.6		0.4						

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	962	0	0	495	403	31	3	358	0	0	0
Future Volume (veh/h)	320	962	0	0	495	403	31	3	358	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	372	1119	0	0	576	469	0	0	457			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	484	2244	0	0	773	629	0	331	561			
Arrive On Green	0.14	0.65	0.00	0.00	0.43	0.43	0.00	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1903	1474	0	1821	3087			
Grp Volume(v), veh/h	372	1119	0	0	550	495	0	0	457			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1556	0	1821	1543			
Q Serve(g_s), s	6.4	10.1	0.0	0.0	16.1	16.1	0.0	0.0	8.5			
Cycle Q Clear(g_c), s	6.4	10.1	0.0	0.0	16.1	16.1	0.0	0.0	8.5			
Prop In Lane	1.00		0.00	0.00		0.95	0.00		1.00			
Lane Grp Cap(c), veh/h	484	2244	0	0	738	664	0	331	561			
V/C Ratio(X)	0.77	0.50	0.00	0.00	0.75	0.75	0.00	0.00	0.82			
Avail Cap(c_a), veh/h	1697	2244	0	0	861	774	0	603	1023			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	24.8	5.5	0.0	0.0	14.5	14.5	0.0	0.0	23.6			
Incr Delay (d2), s/veh	1.0	0.1	0.0	0.0	3.8	4.2	0.0	0.0	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			
%ile BackOfQ(50%),veh/ln	2.5	2.5	0.0	0.0	6.2	5.6	0.0	0.0	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	5.5	0.0	0.0	18.2	18.7	0.0	0.0	24.7			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1491			1045			457				
Approach Delay, s/veh		10.6			18.5			24.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.3	30.7		16.0		44.1						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	8.6	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	8.4	18.1		10.5		12.1						
Green Ext Time (p_c), s	0.3	7.5		0.4		5.5						

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	990	89	49	712	19	106	2	32	12	8	7
Future Volume (veh/h)	15	990	89	49	712	19	106	2	32	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1253	113	62	901	24	134	3	41	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	442	2215	199	298	2417	64	210	3	276	53	33	17
Arrive On Green	0.02	0.69	0.69	0.03	0.70	0.70	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1734	3210	289	1734	3443	92	870	19	1543	71	186	93
Grp Volume(v), veh/h	19	674	692	62	453	472	137	0	41	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1805	889	0	1543	350	0	0
Q Serve(g_s), s	0.4	25.7	25.9	1.4	13.7	13.7	0.0	0.0	2.9	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	25.7	25.9	1.4	13.7	13.7	20.8	0.0	2.9	21.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	442	1194	1221	298	1215	1267	214	0	276	102	0	0
V/C Ratio(X)	0.04	0.56	0.57	0.21	0.37	0.37	0.64	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	627	1194	1221	461	1215	1267	291	0	361	186	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	10.2	10.3	8.4	7.8	7.8	52.4	0.0	45.0	46.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	1.6	0.3	0.7	0.6	3.2	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.7	10.0	0.5	5.1	5.3	4.6	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	11.9	11.9	8.7	8.5	8.4	55.6	0.0	45.3	47.9	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1385			987			178			34	
Approach Delay, s/veh		11.8			8.5			53.2			47.9	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	94.4		27.8	6.2	96.0		27.8
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.4	27.9		23.2	2.4	15.7		22.8
Green Ext Time (p_c), s	0.1	13.5		0.0	0.0	7.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	493	256	76	337	91	150	386	67	62	436	285
Future Volume (veh/h)	268	493	256	76	337	91	150	386	67	62	436	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	323	594	308	92	406	110	181	465	81	75	525	343
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	315	915	474	116	809	217	208	934	162	95	871	389
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.32	0.32	0.05	0.25	0.25
Sat Flow, veh/h	1734	2204	1142	1734	2698	723	1734	2949	511	1734	3460	1543
Grp Volume(v), veh/h	323	466	436	92	259	257	181	272	274	75	525	343
Grp Sat Flow(s),veh/h/ln	1734	1730	1616	1734	1730	1691	1734	1730	1729	1734	1730	1543
Q Serve(g_s), s	21.8	25.9	25.9	6.3	17.0	17.3	12.3	15.3	15.5	5.1	16.1	25.7
Cycle Q Clear(g_c), s	21.8	25.9	25.9	6.3	17.0	17.3	12.3	15.3	15.5	5.1	16.1	25.7
Prop In Lane	1.00		0.71	1.00		0.43	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	315	718	671	116	519	507	208	548	548	95	871	389
V/C Ratio(X)	1.03	0.65	0.65	0.80	0.50	0.51	0.87	0.50	0.50	0.79	0.60	0.88
Avail Cap(c_a), veh/h	315	718	671	243	519	507	272	548	548	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.97	0.97	0.97	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	28.1	28.1	57.9	45.5	45.6	51.9	33.2	33.3	56.0	39.6	43.2
Incr Delay (d2), s/veh	52.5	3.7	4.0	4.5	3.3	3.5	14.2	0.8	0.8	5.3	1.2	19.3
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	14.0	11.3	10.6	3.0	8.4	8.4	6.2	6.5	6.6	2.4	7.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.6	31.8	32.1	62.3	48.8	49.1	66.1	34.0	34.1	61.3	40.8	62.4
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1225			608			727			943	
Approach Delay, s/veh		50.3			51.0			42.0			50.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	54.4	18.6	34.8	26.0	40.6	10.8	42.6
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.3	27.9	14.3	27.7	23.8	19.3	7.1	17.5
Green Ext Time (p_c), s	0.1	3.8	0.1	2.6	0.0	3.0	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	545	41	35	447	50	23	83	40	11	83	53
Future Volume (veh/h)	39	545	41	35	447	50	23	83	40	11	83	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	52	727	55	47	596	67	31	111	53	15	111	71
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	2315	175	60	2215	248	59	141	62	42	144	87
Arrive On Green	0.08	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3260	247	1734	3136	352	174	998	437	71	1022	616
Grp Volume(v), veh/h	52	386	396	47	328	335	195	0	0	197	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1777	1734	1730	1758	1609	0	0	1709	0	0
Q Serve(g_s), s	3.5	0.0	0.0	3.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.2	0.0	0.0	14.2	0.0	0.0	13.3	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.20	0.16		0.27	0.08		0.36
Lane Grp Cap(c), veh/h	67	1228	1261	60	1222	1241	262	0	0	274	0	0
V/C Ratio(X)	0.78	0.31	0.31	0.78	0.27	0.27	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1228	1261	228	1222	1241	389	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.9	0.0	0.0	55.4	0.0	0.0	50.2	0.0	0.0	50.0	0.0	0.0
Incr Delay (d2), s/veh	13.0	0.5	0.5	17.8	0.5	0.5	4.2	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.2	0.2	1.7	0.2	0.2	6.0	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	0.5	0.5	73.2	0.5	0.5	54.4	0.0	0.0	53.6	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		834			710			195			197	
Approach Delay, s/veh		4.7			5.3			54.4			53.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	90.1		21.5	8.8	89.7		21.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.2	2.0		15.3	5.5	2.0		16.2
Green Ext Time (p_c), s	0.0	5.9		0.8	0.1	4.8		0.7

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	438	95	111	369	122	112	603	83	128	615	75
Future Volume (veh/h)	92	438	95	111	369	122	112	603	83	128	615	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	487	106	123	410	136	124	670	92	142	683	83
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1238	268	387	1140	374	150	789	108	168	931	415
Arrive On Green	0.02	0.14	0.14	0.06	0.45	0.45	0.09	0.26	0.26	0.10	0.27	0.27
Sat Flow, veh/h	1734	2829	612	1734	2560	840	1734	3057	419	1734	3460	1543
Grp Volume(v), veh/h	102	297	296	123	276	270	124	379	383	142	683	83
Grp Sat Flow(s),veh/h/ln	1734	1730	1711	1734	1730	1670	1734	1730	1746	1734	1730	1543
Q Serve(g_s), s	3.8	18.7	18.9	4.6	12.6	12.9	8.4	25.0	25.0	9.7	21.6	5.0
Cycle Q Clear(g_c), s	3.8	18.7	18.9	4.6	12.6	12.9	8.4	25.0	25.0	9.7	21.6	5.0
Prop In Lane	1.00		0.36	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	434	757	749	387	771	744	150	447	451	168	931	415
V/C Ratio(X)	0.24	0.39	0.40	0.32	0.36	0.36	0.83	0.85	0.85	0.84	0.73	0.20
Avail Cap(c_a), veh/h	565	757	749	505	771	744	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	36.8	36.9	18.3	21.9	22.0	53.9	42.3	42.3	53.3	39.9	33.9
Incr Delay (d2), s/veh	0.1	1.4	1.5	0.2	1.3	1.4	4.4	11.0	11.1	6.4	2.4	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	1.6	9.0	9.0	1.9	5.4	5.3	3.9	12.0	12.1	4.5	9.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	38.3	38.4	18.5	23.2	23.4	58.3	53.3	53.4	59.7	42.4	34.2
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		695			669			886			908	
Approach Delay, s/veh		35.4			22.4			54.0			44.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.4	14.6	37.2	9.9	58.4	15.9	35.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.6	20.9	10.4	23.6	5.8	14.9	11.7	27.0
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	36.4
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	343	65	220	118	30	81	6	112	85	301	321	25
Future Vol, veh/h	343	65	220	118	30	81	6	112	85	301	321	25
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	377	71	242	130	33	89	7	123	93	331	353	27
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	42.3	16.8	21.4	42.2
HCM LOS	E	C	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	89%	0%	100%	0%
Vol Thru, %	0%	57%	0%	23%	11%	16%	0%	93%
Vol Right, %	0%	43%	0%	77%	0%	84%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	197	343	285	133	96	301	346
LT Vol	6	0	343	0	118	0	301	0
Through Vol	0	112	0	65	15	15	0	321
RT Vol	0	85	0	220	0	81	0	25
Lane Flow Rate	7	216	377	313	146	105	331	380
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.537	0.92	0.671	0.392	0.251	0.805	0.865
Departure Headway (Hd)	9.774	8.938	8.788	7.713	9.648	8.569	8.76	8.191
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	365	403	411	467	373	418	413	441
Service Time	7.561	6.724	6.556	5.48	7.431	6.352	6.529	5.96
HCM Lane V/C Ratio	0.019	0.536	0.917	0.67	0.391	0.251	0.801	0.862
HCM Control Delay	12.7	21.7	56.7	24.9	18.6	14.2	39.2	44.9
HCM Lane LOS	B	C	F	C	C	B	E	E
HCM 95th-tile Q	0.1	3.1	10	4.9	1.8	1	7.2	8.8

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	443	209	117	105	20
Future Vol, veh/h	32	443	209	117	105	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	521	246	138	124	24
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	12.7	10.2	10.9
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	0%	0%	0%	84%
Vol Thru, %	82%	100%	100%	37%	0%
Vol Right, %	0%	0%	0%	63%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	295	139	187	125
LT Vol	32	0	0	0	105
Through Vol	148	295	139	70	0
RT Vol	0	0	0	117	20
Lane Flow Rate	211	347	164	220	147
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.319	0.516	0.253	0.312	0.242
Departure Headway (Hd)	5.439	5.349	5.554	5.111	5.916
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	655	667	639	694	600
Service Time	3.226	3.136	3.348	2.905	4.016
HCM Lane V/C Ratio	0.322	0.52	0.257	0.317	0.245
HCM Control Delay	10.8	13.8	10.3	10.2	10.9
HCM Lane LOS	B	B	B	B	B
HCM 95th-tile Q	1.4	3	1	1.3	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	249	196	86	221	35	92	477	89	41	584	46
Future Volume (veh/h)	50	249	196	86	221	35	92	477	89	41	584	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	55	274	215	95	243	38	101	524	98	45	642	51
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	71	915	695	118	1549	239	125	800	149	58	767	61
Arrive On Green	0.04	0.49	0.49	0.07	0.52	0.52	0.07	0.27	0.27	0.03	0.24	0.24
Sat Flow, veh/h	1734	1873	1422	1734	3004	464	1734	2911	542	1734	3247	258
Grp Volume(v), veh/h	55	252	237	95	139	142	101	311	311	45	342	351
Grp Sat Flow(s),veh/h/ln	1734	1730	1565	1734	1730	1738	1734	1730	1724	1734	1730	1775
Q Serve(g_s), s	4.1	11.4	11.8	7.0	5.5	5.6	7.5	20.6	20.8	3.3	24.4	24.5
Cycle Q Clear(g_c), s	4.1	11.4	11.8	7.0	5.5	5.6	7.5	20.6	20.8	3.3	24.4	24.5
Prop In Lane	1.00		0.91	1.00		0.27	1.00		0.31	1.00		0.15
Lane Grp Cap(c), veh/h	71	845	765	118	892	896	125	475	473	58	409	419
V/C Ratio(X)	0.78	0.30	0.31	0.80	0.16	0.16	0.81	0.65	0.66	0.78	0.84	0.84
Avail Cap(c_a), veh/h	237	845	765	237	892	896	237	631	628	211	604	620
HCM Platoon Ratio	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.8	19.9	20.0	59.7	16.6	16.6	59.5	41.7	41.7	62.4	47.3	47.3
Incr Delay (d2), s/veh	16.4	0.9	1.1	12.0	0.4	0.4	9.7	1.2	1.3	14.9	4.8	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.8	4.6	3.5	2.3	2.4	3.6	9.0	9.0	1.7	11.1	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.2	20.8	21.1	71.7	16.9	17.0	69.2	42.9	43.0	77.2	52.1	52.1
LnGrp LOS	E	C	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		544			376			723			738	
Approach Delay, s/veh		26.7			30.8			46.6			53.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	68.1	13.5	35.3	9.5	71.6	8.5	40.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	9.0	13.8	9.5	26.5	6.1	7.6	5.3	22.8
Green Ext Time (p_c), s	0.1	2.9	0.1	4.2	0.1	1.6	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

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

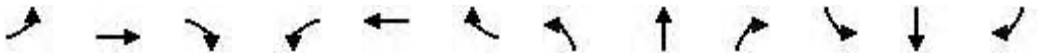
Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	189	121	50	79	641	62
Future Vol, veh/h	189	121	50	79	641	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	210	134	56	88	712	69

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	947	747	781	0	-	0
Stage 1	747	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	290	413	837	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	413	837	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.3	3.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	837	-	270	413	-	-
HCM Lane V/C Ratio	0.066	-	0.778	0.326	-	-
HCM Control Delay (s)	9.6	0	53	17.9	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	5.9	1.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	757	70	18	685	40	17	45	32	311	355	63
Future Volume (veh/h)	0	757	70	18	685	40	17	45	32	311	355	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	832	77	20	753	44	19	49	35	342	390	69
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	556	51	27	1073	66	156	308	220	452	469	83
Arrive On Green	0.00	0.17	0.17	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	0	3293	296	84	3314	204	933	988	706	1314	1507	267
Grp Volume(v), veh/h	0	450	459	431	0	386	19	0	84	342	0	459
Grp Sat Flow(s),veh/h/ln	0	1730	1768	1817	0	1784	933	0	1694	1314	0	1773
Q Serve(g_s), s	0.0	13.9	13.9	12.7	0.0	10.7	1.5	0.0	2.9	20.4	0.0	19.2
Cycle Q Clear(g_c), s	0.0	13.9	13.9	12.7	0.0	10.7	20.8	0.0	2.9	23.3	0.0	19.2
Prop In Lane	0.00		0.17	0.05		0.11	1.00		0.42	1.00		0.15
Lane Grp Cap(c), veh/h	0	301	307	588	0	578	156	0	527	452	0	552
V/C Ratio(X)	0.00	1.50	1.50	0.73	0.00	0.67	0.12	0.00	0.16	0.76	0.00	0.83
Avail Cap(c_a), veh/h	0	301	307	588	0	578	156	0	527	452	0	552
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)	0.00	1.00	1.00	0.96	0.00	0.96	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.1	11.8	0.0	11.4	35.3	0.0	20.0	28.4	0.0	25.6
Incr Delay (d2), s/veh	0.0	239.8	239.6	7.6	0.0	5.8	0.1	0.0	0.1	6.5	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.7	26.2	4.4	0.0	3.7	0.4	0.0	1.1	6.9	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	272.9	272.6	19.4	0.0	17.2	35.4	0.0	20.0	34.9	0.0	35.4
LnGrp LOS	A	F	F	B	A	B	D	A	C	C	A	D
Approach Vol, veh/h		909			817			103			801	
Approach Delay, s/veh		272.7			18.4			22.9			35.2	
Approach LOS		F			B			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		30.0		19.0		30.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		14.7		25.3		15.9		22.8				
Green Ext Time (p_c), s		2.7		0.0		0.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			111.6									
HCM 6th LOS			F									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	631	374	367	376	0	0	0	0	378	1	369
Future Volume (veh/h)	0	631	374	367	376	0	0	0	0	378	1	369
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	717	425	417	427	0				561	0	280
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1597	744	379	2260	0				761	0	339
Arrive On Green	0.00	0.48	0.48	0.11	0.65	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3478	1543	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	717	425	417	427	0				561	0	280
Grp Sat Flow(s),veh/h/ln	0	1657	1543	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	11.4	15.8	9.0	3.9	0.0				12.0	0.0	13.8
Cycle Q Clear(g_c), s	0.0	11.4	15.8	9.0	3.9	0.0				12.0	0.0	13.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1597	744	379	2260	0				761	0	339
V/C Ratio(X)	0.00	0.45	0.57	1.10	0.19	0.00				0.74	0.00	0.83
Avail Cap(c_a), veh/h	0	1597	744	379	2260	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.61	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.7	14.8	35.5	5.5	0.0				29.1	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.1	0.3	67.1	0.1	0.0				2.5	0.0	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	5.1	7.1	1.2	0.0				5.1	0.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.8	15.1	102.6	5.6	0.0				31.5	0.0	40.8
LnGrp LOS	A	B	B	F	A	A				C	A	D
Approach Vol, veh/h		1142			844						841	
Approach Delay, s/veh		14.3			53.5						34.6	
Approach LOS		B			D						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	57.3	22.7	13.7	43.6
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	5.9	15.8	11.0	17.8
Green Ext Time (p_c), s	2.0	1.7	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	675	0	0	585	454	161	1	366	0	0	0
Future Volume (veh/h)	453	675	0	0	585	454	161	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	477	711	0	0	616	478	113	0	446			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	334	2087	0	0	762	590	337	0	600			
Arrive On Green	0.10	0.60	0.00	0.00	0.41	0.41	0.19	0.00	0.19			
Sat Flow, veh/h	3365	3551	0	0	1947	1437	1734	0	3087			
Grp Volume(v), veh/h	477	711	0	0	574	520	113	0	446			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1562	1734	0	1543			
Q Serve(g_s), s	5.0	5.2	0.0	0.0	14.7	14.8	2.8	0.0	6.9			
Cycle Q Clear(g_c), s	5.0	5.2	0.0	0.0	14.7	14.8	2.8	0.0	6.9			
Prop In Lane	1.00		0.00	0.00		0.92	1.00		1.00			
Lane Grp Cap(c), veh/h	334	2087	0	0	710	642	337	0	600			
V/C Ratio(X)	1.43	0.34	0.00	0.00	0.81	0.81	0.34	0.00	0.74			
Avail Cap(c_a), veh/h	334	2528	0	0	931	841	620	0	1103			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.7	5.0	0.0	0.0	13.1	13.1	17.5	0.0	19.1			
Incr Delay (d2), s/veh	209.2	0.0	0.0	0.0	3.0	3.4	0.2	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			
%ile BackOfQ(50%),veh/ln	11.5	1.2	0.0	0.0	5.2	4.8	1.0	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	231.9	5.0	0.0	0.0	16.1	16.5	17.7	0.0	19.8			
LnGrp LOS	F	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		1188			1094			559				
Approach Delay, s/veh		96.1			16.3			19.4				
Approach LOS		F			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	25.8		14.9		35.5			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	7.0	16.8		8.9		7.2			
Green Ext Time (p_c), s	0.0	3.9		0.9		3.6			

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	738	11	20	809	49	24	4	22	70	8	132
Future Volume (veh/h)	93	738	11	20	809	49	24	4	22	70	8	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	106	839	12	23	919	56	27	5	25	80	9	150
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2356	34	31	2045	125	53	8	40	216	11	183
Arrive On Green	0.08	0.67	0.67	0.04	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3492	50	1734	3313	202	1734	264	1320	1734	88	1469
Grp Volume(v), veh/h	106	416	435	23	480	495	27	0	30	80	0	159
Grp Sat Flow(s),veh/h/ln	1734	1730	1812	1734	1730	1785	1734	0	1584	1734	0	1557
Q Serve(g_s), s	7.2	12.3	12.3	1.6	0.0	0.0	1.8	0.0	2.2	5.1	0.0	12.0
Cycle Q Clear(g_c), s	7.2	12.3	12.3	1.6	0.0	0.0	1.8	0.0	2.2	5.1	0.0	12.0
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	131	1167	1223	31	1068	1102	53	0	48	216	0	194
V/C Ratio(X)	0.81	0.36	0.36	0.74	0.45	0.45	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1167	1223	214	1068	1102	150	0	137	410	0	368
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	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	8.4	8.4	57.6	0.0	0.0	57.3	0.0	57.5	48.2	0.0	51.2
Incr Delay (d2), s/veh	10.5	0.8	0.8	27.6	1.3	1.2	7.4	0.0	12.2	1.1	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.6	4.8	0.9	0.4	0.4	0.9	0.0	1.1	2.3	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	9.1	9.1	85.2	1.3	1.2	64.7	0.0	69.7	49.3	0.0	59.6
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		957			998			57			239	
Approach Delay, s/veh		15.3			3.2			67.3			56.2	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	85.9		19.5	13.3	79.0		8.3
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	13.6	14.3		14.0	9.2	2.0		4.2
Green Ext Time (p_c), s	0.0	6.3		1.0	0.1	7.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	791	29	12	735	48	10	3	13	24	5	31
Future Volume (veh/h)	32	791	29	12	735	48	10	3	13	24	5	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	36	899	33	14	835	55	11	3	15	27	6	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	1024	38	809	2461	162	13	4	18	35	8	45
Arrive On Green	0.05	0.60	0.60	0.47	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3404	125	1734	3295	217	621	169	847	650	144	843
Grp Volume(v), veh/h	36	457	475	14	438	452	29	0	0	68	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1799	1734	1730	1782	1638	0	0	1637	0	0
Q Serve(g_s), s	2.5	26.8	26.8	0.5	10.3	10.3	2.1	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	2.5	26.8	26.8	0.5	10.3	10.3	2.1	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.12	0.38		0.52	0.40		0.51
Lane Grp Cap(c), veh/h	45	520	541	809	1292	1331	35	0	0	87	0	0
V/C Ratio(X)	0.80	0.88	0.88	0.02	0.34	0.34	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	721	809	1292	1331	142	0	0	387	0	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)	0.93	0.93	0.93	0.86	0.86	0.86	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.6	22.0	22.0	17.2	5.1	5.1	58.5	0.0	0.0	56.1	0.0	0.0
Incr Delay (d2), s/veh	10.4	17.6	17.0	0.0	0.6	0.6	16.5	0.0	0.0	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.8	10.1	0.2	3.5	3.6	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	39.6	39.1	17.2	5.8	5.7	75.0	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		968			904			29			68	
Approach Delay, s/veh		40.4			5.9			75.0			61.8	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	41.0		11.0	7.3	94.5		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	28.8		6.9	4.5	12.3		4.1
Green Ext Time (p_c), s	0.0	7.3		0.2	0.0	8.6		0.0

Intersection Summary		
HCM 6th Ctrl Delay	25.8	
HCM 6th LOS	C	

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	449	228	230	535	82	235	467	169	135	579	115
Future Volume (veh/h)	137	449	228	230	535	82	235	467	169	135	579	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	154	504	256	258	601	92	264	525	190	152	651	129
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	211	1554	693	314	1443	220	320	893	542	208	778	444
Arrive On Green	0.06	0.45	0.45	0.19	0.96	0.96	0.19	0.52	0.52	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3009	460	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	154	504	256	258	345	348	264	525	190	152	651	129
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.8	12.2	14.2	9.6	1.8	1.8	9.8	13.7	9.0	5.8	23.4	8.4
Cycle Q Clear(g_c), s	5.8	12.2	14.2	9.6	1.8	1.8	9.8	13.7	9.0	5.8	23.4	8.4
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1554	693	314	830	834	320	893	542	208	778	444
V/C Ratio(X)	0.73	0.32	0.37	0.82	0.42	0.42	0.83	0.59	0.35	0.73	0.84	0.29
Avail Cap(c_a), veh/h	512	1554	693	512	830	834	512	1049	612	461	995	541
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.88	0.88	0.88	0.75	0.75	0.75	0.56	0.56	0.56
Uniform Delay (d), s/veh	59.8	23.1	23.6	51.8	1.4	1.4	51.6	26.7	19.7	59.9	48.1	36.0
Incr Delay (d2), s/veh	4.5	0.5	1.4	4.9	1.4	1.4	4.5	0.5	0.3	2.8	2.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.1	5.5	3.9	0.7	0.8	4.0	4.6	2.8	2.5	10.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	23.6	25.1	56.7	2.8	2.8	56.1	27.1	20.0	62.7	51.0	36.2
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		914			951			979			932	
Approach Delay, s/veh		30.9			17.4			33.6			50.9	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	63.3	16.6	33.8	12.4	67.3	12.2	38.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.8	16.2	11.8	25.4	7.8	3.8	7.8	15.7
Green Ext Time (p_c), s	0.5	4.2	0.6	3.9	0.3	4.8	0.3	4.3

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	559	44	97	730	64	62	36	110	109	48	89
Future Volume (veh/h)	40	559	44	97	730	64	62	36	110	109	48	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	50	699	55	121	912	80	78	45	138	136	60	111
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	2009	896	143	2016	177	99	194	164	161	258	219
Arrive On Green	0.07	1.00	1.00	0.17	1.00	1.00	0.06	0.11	0.11	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3218	282	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	50	699	55	121	490	502	78	45	138	136	60	111
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.7	0.0	0.0	8.8	0.0	0.0	5.8	2.9	11.4	10.0	3.8	8.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.8	0.0	0.0	5.8	2.9	11.4	10.0	3.8	8.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	2009	896	143	1084	1109	99	194	164	161	258	219
V/C Ratio(X)	0.78	0.35	0.06	0.84	0.45	0.45	0.79	0.23	0.84	0.85	0.23	0.51
Avail Cap(c_a), veh/h	251	2009	896	251	1084	1109	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	0.0	0.0	53.4	0.0	0.0	60.5	53.2	57.0	58.1	49.5	51.6
Incr Delay (d2), s/veh	7.1	0.4	0.1	4.0	1.1	1.0	12.9	0.6	12.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.7	0.3	0.3	2.9	1.4	5.0	4.6	1.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	0.4	0.1	57.4	1.1	1.0	73.4	53.8	69.2	62.7	49.9	53.4
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		804			1113			261			307	
Approach Delay, s/veh		4.6			7.2			67.8			56.8	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	80.4	11.6	23.0	9.0	86.4	16.3	18.4
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.8	2.0	7.8	10.6	5.7	2.0	12.0	13.4
Green Ext Time (p_c), s	0.1	7.3	0.1	0.5	0.0	10.3	0.1	0.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	561	112	100	640	143	105	453	64	139	701	179
Future Volume (veh/h)	140	561	112	100	640	143	105	453	64	139	701	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	154	616	123	110	703	157	115	498	70	153	770	197
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	208	1370	273	162	1302	291	140	707	99	179	881	393
Arrive On Green	0.12	0.95	0.95	0.05	0.46	0.46	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2875	573	3365	2811	627	1734	3048	427	1734	3460	1543
Grp Volume(v), veh/h	154	370	369	110	433	427	115	282	286	153	770	197
Grp Sat Flow(s),veh/h/ln	1682	1730	1718	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.7	2.3	2.3	4.2	23.3	23.3	8.5	19.4	19.6	11.3	27.7	14.2
Cycle Q Clear(g_c), s	5.7	2.3	2.3	4.2	23.3	23.3	8.5	19.4	19.6	11.3	27.7	14.2
Prop In Lane	1.00		0.33	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	208	825	819	162	801	791	140	402	405	179	881	393
V/C Ratio(X)	0.74	0.45	0.45	0.68	0.54	0.54	0.82	0.70	0.71	0.86	0.87	0.50
Avail Cap(c_a), veh/h	461	825	819	461	801	791	251	494	498	251	987	440
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	1.6	1.6	60.9	25.0	25.0	58.9	45.8	45.9	57.4	46.5	41.4
Incr Delay (d2), s/veh	4.7	1.6	1.6	4.9	2.6	2.6	11.3	3.4	3.5	18.2	8.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.9	0.9	1.9	10.0	9.9	4.1	8.7	8.8	5.8	12.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	3.2	3.3	65.7	27.6	27.6	70.2	49.2	49.3	75.5	54.6	42.4
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		893			970			683			1120	
Approach Delay, s/veh		13.1			31.9			52.8			55.3	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	66.9	14.7	38.0	12.2	65.1	17.6	35.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.3	4.3	10.5	29.7	7.7	25.3	13.3	21.6
Green Ext Time (p_c), s	0.2	5.0	0.2	3.4	0.3	4.4	0.2	3.0

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	35	72	519	418	16
Future Volume (veh/h)	13	35	72	519	418	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	14	38	78	564	470	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	902	95	684	778	346
Arrive On Green	0.00	0.50	0.50	0.50	0.22	0.00
Sat Flow, veh/h	0	1821	191	1381	3469	1543
Grp Volume(v), veh/h	0	38	0	642	470	0
Grp Sat Flow(s),veh/h/ln	0	1821	0	1572	1734	1543
Q Serve(g_s), s	0.0	0.3	0.0	11.2	3.9	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.0	11.2	3.9	0.0
Prop In Lane	0.00			0.88	1.00	1.00
Lane Grp Cap(c), veh/h	0	902	0	779	778	346
V/C Ratio(X)	0.00	0.04	0.00	0.82	0.60	0.00
Avail Cap(c_a), veh/h	0	2434	0	999	1956	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.2	0.0	6.9	11.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	2.7	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.2	0.0	11.4	11.9	0.0
LnGrp LOS	A	A	A	B	B	A
Approach Vol, veh/h		38	642		470	
Approach Delay, s/veh		4.2	11.4		11.9	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.4		11.7	0.0	20.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.9		18.1	18.0	20.4
Max Q Clear Time (g_c+I1), s		2.3		5.9	0.0	13.2
Green Ext Time (p_c), s		0.2		1.4	0.0	2.7

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	91.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	455	155	71	632	41	201	54	102	195	276	14
Future Vol, veh/h	9	455	155	71	632	41	201	54	102	195	276	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	460	157	72	638	41	203	55	103	197	279	14
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	81.6	144.3	37.3	62.1
HCM LOS	F	F	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	35%	0%	100%	49%	0%	100%	84%	0%	95%
Vol Right, %	0%	65%	0%	0%	51%	0%	0%	16%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	156	9	303	307	71	421	252	195	290
LT Vol	201	0	9	0	0	71	0	0	195	0
Through Vol	0	54	0	303	152	0	421	211	0	276
RT Vol	0	102	0	0	155	0	0	41	0	14
Lane Flow Rate	203	158	9	306	310	72	426	254	197	293
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.72	0.517	0.031	0.986	0.966	0.243	1.382	0.817	0.669	0.953
Departure Headway (Hd)	13.505	12.512	12.823	12.293	11.918	12.217	11.688	11.567	12.928	12.376
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	270	290	281	297	307	295	315	313	282	296
Service Time	11.205	10.212	10.523	9.993	9.618	9.972	9.443	9.322	10.628	10.076
HCM Lane V/C Ratio	0.752	0.545	0.032	1.03	1.01	0.244	1.352	0.812	0.699	0.99
HCM Control Delay	44.6	27.9	15.9	85.8	79.4	18.9	221.6	50.4	38.3	78.1
HCM Lane LOS	E	D	C	F	F	C	F	F	E	F
HCM 95th-tile Q	5	2.8	0.1	10.2	9.8	0.9	21.9	6.8	4.4	9.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	551	205	274	466	0	0	0	0	491	2	268
Future Volume (veh/h)	0	551	205	274	466	0	0	0	0	491	2	268
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	599	223	298	507	0				534	2	291
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1151	419	152	1752	0				491	2	438
Arrive On Green	0.00	0.32	0.32	0.09	0.51	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	3757	1307	1734	3551	0				1728	6	1543
Grp Volume(v), veh/h	0	551	271	298	507	0				536	0	291
Grp Sat Flow(s),veh/h/ln	0	1657	1586	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	7.9	8.1	5.1	4.9	0.0				16.5	0.0	9.7
Cycle Q Clear(g_c), s	0.0	7.9	8.1	5.1	4.9	0.0				16.5	0.0	9.7
Prop In Lane	0.00		0.82	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1062	508	152	1752	0				492	0	438
V/C Ratio(X)	0.00	0.52	0.53	1.96	0.29	0.00				1.09	0.00	0.66
Avail Cap(c_a), veh/h	0	1739	832	152	2458	0				492	0	438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.1	16.2	26.5	8.3	0.0				20.8	0.0	18.4
Incr Delay (d2), s/veh	0.0	0.7	1.5	454.2	0.2	0.0				66.7	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	2.8	21.2	1.5	0.0				15.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.8	17.7	480.7	8.5	0.0				87.5	0.0	22.1
LnGrp LOS	A	B	B	F	A	A				F	A	C
Approach Vol, veh/h		822			805						827	
Approach Delay, s/veh		17.1			183.3						64.5	
Approach LOS		B			F						E	

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		35.5		22.6	10.8	24.7			
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1			
Max Green Setting (Gmax), s		41.3		16.5	* 5.1	30.5			
Max Q Clear Time (g_c+I1), s		6.9		18.5	7.1	10.1			
Green Ext Time (p_c), s		6.2		0.0	0.0	8.5			

Intersection Summary		
HCM 6th Ctrl Delay		87.6
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	856	0	0	524	366	217	2	245	0	0	0
Future Volume (veh/h)	218	856	0	0	524	366	217	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	240	941	0	0	576	402	238	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	153	1990	0	0	756	528	367	3	329			
Arrive On Green	0.09	0.58	0.00	0.00	0.39	0.39	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	2038	1359	1721	14	1543			
Grp Volume(v), veh/h	240	941	0	0	512	466	240	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1576	1735	0	1543			
Q Serve(g_s), s	5.1	9.2	0.0	0.0	14.8	14.8	7.3	0.0	9.6			
Cycle Q Clear(g_c), s	5.1	9.2	0.0	0.0	14.8	14.8	7.3	0.0	9.6			
Prop In Lane	1.00		0.00	0.00		0.86	0.99		1.00			
Lane Grp Cap(c), veh/h	153	1990	0	0	671	612	370	0	329			
V/C Ratio(X)	1.57	0.47	0.00	0.00	0.76	0.76	0.65	0.00	0.82			
Avail Cap(c_a), veh/h	153	2176	0	0	764	697	496	0	441			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.3	7.2	0.0	0.0	15.3	15.3	20.7	0.0	21.6			
Incr Delay (d2), s/veh	283.8	0.3	0.0	0.0	4.8	5.2	0.7	0.0	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			
%ile BackOfQ(50%),veh/ln	14.1	2.6	0.0	0.0	5.9	5.5	2.8	0.0	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	310.1	7.5	0.0	0.0	20.1	20.6	21.4	0.0	28.0			
LnGrp LOS	F	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1181			978			509				
Approach Delay, s/veh		69.0			20.4			24.9				
Approach LOS		E			C			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.8	28.5		18.4		39.3						
Change Period (Y+Rc), s*	5.7	6.1		6.1		6.1						
Max Green Setting (Gmax), s	5.1	25.5		16.5		36.3						
Max Q Clear Time (g_c+I1), s	7.1	16.8		11.6		11.2						
Green Ext Time (p_c), s	0.0	5.6		0.7		11.4						

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	25.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	859	37	21	712	15	50	6	14	9	10	44
Future Vol, veh/h	30	859	37	21	712	15	50	6	14	9	10	44
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	895	39	22	742	16	52	6	15	9	10	46
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	30.5	21.9	11.6	10.9
HCM LOS	D	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	7%	0%	6%	0%	14%
Vol Thru, %	9%	93%	92%	94%	96%	16%
Vol Right, %	20%	0%	8%	0%	4%	70%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	460	467	377	371	63
LT Vol	50	30	0	21	0	9
Through Vol	6	430	430	356	356	10
RT Vol	14	0	37	0	15	44
Lane Flow Rate	73	479	486	393	386	66
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.147	0.816	0.817	0.694	0.677	0.126
Departure Headway (Hd)	7.262	6.138	6.049	6.359	6.302	6.888
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	589	598	565	572	520
Service Time	5.313	3.899	3.81	4.127	4.07	4.94
HCM Lane V/C Ratio	0.148	0.813	0.813	0.696	0.675	0.127
HCM Control Delay	11.6	30.7	30.4	22.4	21.4	10.9
HCM Lane LOS	B	D	D	C	C	B
HCM 95th-tile Q	0.5	8.2	8.3	5.4	5.1	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	570	190	73	502	47	118	606	77	53	730	159
Future Volume (veh/h)	129	570	190	73	502	47	118	606	77	53	730	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	145	640	213	82	564	53	133	681	87	60	820	179
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	170	636	211	103	673	63	159	1007	128	393	1608	717
Arrive On Green	0.10	0.25	0.25	0.06	0.21	0.21	0.09	0.33	0.33	0.23	0.46	0.46
Sat Flow, veh/h	1734	2550	848	1734	3197	300	1734	3086	394	1734	3460	1543
Grp Volume(v), veh/h	145	434	419	82	305	312	133	381	387	60	820	179
Grp Sat Flow(s),veh/h/ln	1734	1730	1668	1734	1730	1767	1734	1730	1750	1734	1730	1543
Q Serve(g_s), s	10.7	32.4	32.4	6.1	21.9	22.0	9.8	24.8	24.8	3.6	21.6	9.1
Cycle Q Clear(g_c), s	10.7	32.4	32.4	6.1	21.9	22.0	9.8	24.8	24.8	3.6	21.6	9.1
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	170	431	416	103	364	372	159	564	571	393	1608	717
V/C Ratio(X)	0.85	1.01	1.01	0.80	0.84	0.84	0.84	0.68	0.68	0.15	0.51	0.25
Avail Cap(c_a), veh/h	278	431	416	278	431	440	558	564	571	393	1608	717
HCM Platoon Ratio	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	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.7	48.8	48.8	60.4	49.2	49.2	58.1	37.9	37.9	40.2	24.4	21.1
Incr Delay (d2), s/veh	6.8	44.9	46.1	5.2	11.7	11.8	4.5	6.4	6.3	0.0	0.8	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	5.0	19.3	18.7	2.8	10.7	11.0	4.5	11.5	11.6	1.6	9.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	93.7	94.9	65.6	60.9	61.0	62.6	44.2	44.2	40.3	25.2	21.7
LnGrp LOS	E	F	F	E	E	E	E	D	D	D	C	C
Approach Vol, veh/h		998			699			901			1059	
Approach Delay, s/veh		90.0			61.5			46.9			25.5	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	37.0	16.1	65.0	16.9	32.0	34.1	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 21	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	8.1	34.4	11.8	23.6	12.7	24.0	5.6	26.8
Green Ext Time (p_c), s	0.1	0.0	0.2	0.0	0.1	2.4	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

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

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

Intersection	
Intersection Delay, s/veh	162.9
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	194	101	783	264	203
Future Vol, veh/h	357	194	101	783	264	203
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	206	107	833	281	216
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	34.4	314.7	27
HCM LOS	D	F	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	783	357	97	97	264	203
LT Vol	0	0	357	0	0	264	0
Through Vol	101	0	0	0	0	0	203
RT Vol	0	783	0	97	97	0	0
Lane Flow Rate	107	833	380	103	103	281	216
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.244	1.725	0.857	0.198	0.149	0.682	0.494
Departure Headway (Hd)	8.174	7.455	9.078	7.832	6.032	9.973	9.45
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	491	403	461	599	365	384
Service Time	5.947	5.227	6.778	5.532	3.732	7.673	7.15
HCM Lane V/C Ratio	0.244	1.697	0.943	0.223	0.172	0.77	0.563
HCM Control Delay	13.6	353.5	47	12.5	9.8	31.6	21
HCM Lane LOS	B	F	E	B	A	D	C
HCM 95th-tile Q	0.9	49.6	8.3	0.7	0.5	4.8	2.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	715	354	263	484	8	75	5	239	3	7	6
Future Volume (veh/h)	4	715	354	263	484	8	75	5	239	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	1007	499	370	682	11	106	7	337	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1148	512	272	1674	27	476	27	406	116	231	154
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3485	56	1324	104	1543	143	880	585
Grp Volume(v), veh/h	6	1007	499	370	339	354	113	0	337	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1811	1428	0	1543	1608	0	0
Q Serve(g_s), s	0.2	14.9	17.3	8.5	6.9	6.9	2.8	0.0	11.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	14.9	17.3	8.5	6.9	6.9	3.3	0.0	11.2	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.94		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1148	512	272	831	870	504	0	406	501	0	0
V/C Ratio(X)	0.43	0.88	0.97	1.36	0.41	0.41	0.22	0.00	0.83	0.04	0.00	0.00
Avail Cap(c_a), veh/h	192	1148	512	272	831	870	654	0	569	661	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.8	17.1	17.9	22.9	9.1	9.1	15.9	0.0	18.9	14.9	0.0	0.0
Incr Delay (d2), s/veh	20.0	7.9	33.2	184.8	0.3	0.3	0.2	0.0	7.2	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	0.1	6.4	10.0	17.1	2.2	2.3	1.0	0.0	4.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	25.0	51.1	207.7	9.4	9.4	16.2	0.0	26.0	15.0	0.0	0.0
LnGrp LOS	D	C	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1512			1063			450			22	
Approach Delay, s/veh		33.7			78.4			23.6			15.0	
Approach LOS		C			E			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.8	13.0	22.5	18.8	4.9	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	13.2	10.5	19.3	2.5	2.2	8.9
Green Ext Time (p_c), s	1.1	0.0	0.0	0.0	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	85	43	51
Future Vol, veh/h	21	11	13	85	43	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	92	47	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	149	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	843	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	835	1046
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	938	-	-	1576	-
HCM Lane V/C Ratio	0.109	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	11	13	69	43	51
Future Vol, veh/h	113	11	13	69	43	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	12	14	75	47	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	232	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1449	-	756	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	748	921
Mov Cap-2 Maneuver	-	-	-	-	748	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1449	-
HCM Lane V/C Ratio	0.123	-	-	0.01	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	102	11	15	26	43	60
Future Vol, veh/h	102	11	15	26	43	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	12	16	28	47	65

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	177	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	813	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	804	935
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1464	-
HCM Lane V/C Ratio	0.128	-	-	0.011	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	66.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	710	879	94	375	43
Future Vol, veh/h	11	710	879	94	375	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	772	955	102	408	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1057	0	-	0	1416	529
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	655	-	-	-	~ 128	494
Stage 1	-	-	-	-	~ 314	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	655	-	-	-	~ 126	494
Mov Cap-2 Maneuver	-	-	-	-	~ 238	-
Stage 1	-	-	-	-	~ 308	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 336.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	655	-	-	-	238	494
HCM Lane V/C Ratio	0.018	-	-	-	1.713	0.095
HCM Control Delay (s)	10.6	-	-	-	$ 373.8	13
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	26.9	0.3

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

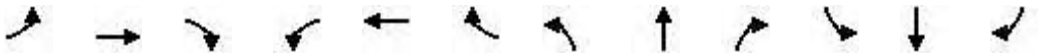
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	710	786	47	0	187
Future Vol, veh/h	0	710	786	47	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	772	854	51	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	453
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	554
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	554
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	554
HCM Lane V/C Ratio	-	-	-	0.367
HCM Control Delay (s)	-	-	-	15.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	148	77	136	246	238	115	114	55	159	95	31
Future Volume (veh/h)	36	148	77	136	246	238	115	114	55	159	95	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	39	161	84	148	267	259	125	124	60	173	103	34
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	75	346	294	187	440	393	157	189	92	203	249	82
Arrive On Green	0.04	0.19	0.19	0.11	0.25	0.25	0.09	0.16	0.16	0.12	0.19	0.19
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	1159	561	1734	1311	433
Grp Volume(v), veh/h	39	161	84	148	267	259	125	0	184	173	0	137
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1720	1734	0	1743
Q Serve(g_s), s	0.9	3.4	2.0	3.6	5.8	6.4	3.0	0.0	4.3	4.2	0.0	3.0
Cycle Q Clear(g_c), s	0.9	3.4	2.0	3.6	5.8	6.4	3.0	0.0	4.3	4.2	0.0	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.25
Lane Grp Cap(c), veh/h	75	346	294	187	440	393	157	0	281	203	0	331
V/C Ratio(X)	0.52	0.46	0.29	0.79	0.61	0.66	0.79	0.00	0.65	0.85	0.00	0.41
Avail Cap(c_a), veh/h	203	811	687	203	770	687	203	0	725	203	0	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	15.4	14.8	18.6	14.0	14.3	19.0	0.0	16.7	18.5	0.0	15.2
Incr Delay (d2), s/veh	5.4	1.0	0.5	17.8	1.4	1.9	15.0	0.0	2.6	27.6	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	0.5	1.3	0.6	2.2	2.0	2.1	1.7	0.0	1.7	3.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	16.3	15.3	36.4	15.4	16.1	34.0	0.0	19.3	46.1	0.0	16.0
LnGrp LOS	C	B	B	D	B	B	C	A	B	D	A	B
Approach Vol, veh/h		284			674			309			310	
Approach Delay, s/veh		17.3			20.3			25.3			32.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	12.6	8.4	12.6	6.4	15.4	9.5	11.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.6	5.4	5.0	5.0	2.9	8.4	6.2	6.3
Green Ext Time (p_c), s	0.0	0.9	0.0	0.5	0.0	2.4	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	36	295	227	85	293
Future Volume (veh/h)	97	36	295	227	85	293
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	105	39	321	247	92	318
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	207	184	595	448	157	1955
Arrive On Green	0.12	0.12	0.32	0.32	0.09	0.56
Sat Flow, veh/h	1734	1543	1972	1415	1734	3551
Grp Volume(v), veh/h	105	39	295	273	92	318
Grp Sat Flow(s),veh/h/ln	1734	1543	1730	1566	1734	1730
Q Serve(g_s), s	1.6	0.7	4.0	4.1	1.5	1.3
Cycle Q Clear(g_c), s	1.6	0.7	4.0	4.1	1.5	1.3
Prop In Lane	1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	207	184	547	495	157	1955
V/C Ratio(X)	0.51	0.21	0.54	0.55	0.58	0.16
Avail Cap(c_a), veh/h	1095	975	1123	1017	304	3400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	11.3	8.0	8.1	12.4	3.0
Incr Delay (d2), s/veh	1.9	0.6	0.8	1.0	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	1.0	1.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	11.9	8.9	9.0	15.9	3.0
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	144		568			410
Approach Delay, s/veh	13.2		8.9			5.9
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	13.5			20.6	7.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.6	18.5			28.0	18.0
Max Q Clear Time (g_c+I1), s	3.5	6.1			3.3	3.6
Green Ext Time (p_c), s	0.0	2.9			2.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	528	625	227	97	12
Future Volume (veh/h)	28	528	625	227	97	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	30	574	679	247	105	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	64	1879	1244	555	549	252
Arrive On Green	0.04	0.54	0.36	0.36	0.16	0.16
Sat Flow, veh/h	1734	3551	3551	1543	3365	1543
Grp Volume(v), veh/h	30	574	679	247	105	13
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1682	1543
Q Serve(g_s), s	0.5	2.8	4.8	3.7	0.8	0.2
Cycle Q Clear(g_c), s	0.5	2.8	4.8	3.7	0.8	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	64	1879	1244	555	549	252
V/C Ratio(X)	0.47	0.31	0.55	0.45	0.19	0.05
Avail Cap(c_a), veh/h	283	2032	2032	907	1976	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	3.8	7.8	7.5	11.1	10.8
Incr Delay (d2), s/veh	5.3	0.1	0.4	0.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	1.1	0.8	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	3.9	8.2	8.0	11.2	10.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		604	926		118	
Approach Delay, s/veh		4.7	8.2		11.2	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.1		9.5	5.6	15.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.0		18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s		4.8		2.8	2.5	6.8
Green Ext Time (p_c), s		3.2		0.3	0.0	4.2

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	16	5	64	40	0	4	0	184	278	370	25
Future Volume (veh/h)	0	16	5	64	40	0	4	0	184	278	370	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	18	6	72	45	0	4	0	207	312	416	28
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	300	134	302	317	0	0	0	0	599	583	39
Arrive On Green	0.00	0.09	0.09	0.17	0.17	0.00	0.00	0.00	0.00	0.35	0.35	0.35
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1687	114
Grp Volume(v), veh/h	0	18	6	72	45	0		0.0		312	0	444
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1801
Q Serve(g_s), s	0.0	0.2	0.2	1.6	0.9	0.0				6.2	0.0	9.3
Cycle Q Clear(g_c), s	0.0	0.2	0.2	1.6	0.9	0.0				6.2	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.06
Lane Grp Cap(c), veh/h	0	300	134	302	317	0				599	0	622
V/C Ratio(X)	0.00	0.06	0.04	0.24	0.14	0.00				0.52	0.00	0.71
Avail Cap(c_a), veh/h	0	2382	1062	978	1027	0				1338	0	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.2	18.2	15.5	15.2	0.0				11.3	0.0	12.4
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.1	0.0				0.3	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
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.5	0.3	0.0				2.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.2	15.6	15.3	0.0				11.6	0.0	12.9
LnGrp LOS	A	B	B	B	B	A				B	A	B
Approach Vol, veh/h		24			117						756	
Approach Delay, s/veh		18.2			15.5						12.4	
Approach LOS		B			B						B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	8.9	21.5	13.1
Change Period (Y+Rc), s	5.1	6.5	5.5
Max Green Setting (Gmax), s	29.9	33.5	24.5
Max Q Clear Time (g_c+I1), s	2.2	11.3	3.6
Green Ext Time (p_c), s	0.0	2.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	322	0	0	384	568	12	365	459	0	0	0
Future Volume (veh/h)	150	322	0	0	384	568	12	365	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	174	374	0	0	447	660	14	496	486			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	262	1976	0	0	737	658	14	502	438			
Arrive On Green	0.08	0.57	0.00	0.00	0.43	0.43	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	50	1769	1543			
Grp Volume(v), veh/h	174	374	0	0	447	660	510	0	486			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1819	0	1543			
Q Serve(g_s), s	3.5	3.6	0.0	0.0	14.0	29.9	19.6	0.0	19.9			
Cycle Q Clear(g_c), s	3.5	3.6	0.0	0.0	14.0	29.9	19.6	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.03		1.00			
Lane Grp Cap(c), veh/h	262	1976	0	0	737	658	516	0	438			
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.61	1.00	0.99	0.00	1.11			
Avail Cap(c_a), veh/h	1453	1976	0	0	737	658	516	0	438			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.5	7.2	0.0	0.0	15.6	20.1	25.0	0.0	25.1			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	1.9	35.9	36.5	0.0	76.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	0.0	5.4	16.1	13.1	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	0.0	0.0	17.4	56.0	61.5	0.0	101.6			
LnGrp LOS	C	A	A	A	B	F	E	A	F			
Approach Vol, veh/h		548			1107			996				
Approach Delay, s/veh		15.3			40.5			81.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.2	35.0		25.0		45.2			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 6	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	5.5	31.9		21.9		5.6			
Green Ext Time (p_c), s	0.1	0.0		0.0		1.6			

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	663	41	64	720	7	139	4	41	15	6	8
Future Volume (veh/h)	9	663	41	64	720	7	139	4	41	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	839	52	81	911	9	176	5	52	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	2146	133	445	2351	23	260	6	320	63	27	17
Arrive On Green	0.01	0.65	0.65	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3309	205	1734	3510	35	966	27	1543	83	132	80
Grp Volume(v), veh/h	11	439	452	81	449	471	181	0	52	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1784	1734	1730	1815	993	0	1543	294	0	0
Q Serve(g_s), s	0.3	14.3	14.3	1.9	0.0	0.0	0.0	0.0	3.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.3	14.3	1.9	0.0	0.0	22.2	0.0	3.3	22.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	472	1122	1157	445	1159	1216	265	0	320	106	0	0
V/C Ratio(X)	0.02	0.39	0.39	0.18	0.39	0.39	0.68	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	755	1122	1157	691	1159	1216	271	0	327	113	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)	0.91	0.91	0.91	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	9.9	9.9	7.1	0.0	0.0	46.5	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	0.7	0.7	6.7	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	5.6	0.6	0.2	0.2	5.7	0.0	1.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	10.9	10.8	7.3	0.7	0.7	53.1	0.0	39.2	43.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		902			1001			233			37	
Approach Delay, s/veh		10.8			1.3			50.0			43.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	82.5		29.5	5.4	85.1		29.5
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 4	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	3.9	16.3		24.9	2.3	2.0		24.2
Green Ext Time (p_c), s	0.2	6.9		0.0	0.0	7.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	240
Future Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	296	446	101	64	529	107	172	637	57	65	383	289
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	315	1315	296	82	960	193	199	930	83	83	770	344
Arrive On Green	0.36	0.94	0.94	0.02	0.11	0.11	0.11	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1734	2807	631	1734	2869	578	1734	3212	287	1734	3460	1543
Grp Volume(v), veh/h	296	274	273	64	318	318	172	343	351	65	383	289
Grp Sat Flow(s),veh/h/ln	1734	1730	1708	1734	1730	1717	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	19.8	1.7	1.8	4.4	20.9	21.1	11.7	21.1	21.1	4.4	11.6	21.5
Cycle Q Clear(g_c), s	19.8	1.7	1.8	4.4	20.9	21.1	11.7	21.1	21.1	4.4	11.6	21.5
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	811	800	82	579	574	199	501	512	83	770	344
V/C Ratio(X)	0.94	0.34	0.34	0.78	0.55	0.55	0.87	0.68	0.69	0.78	0.50	0.84
Avail Cap(c_a), veh/h	315	811	800	243	579	574	272	501	512	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	2.1	2.1	58.4	44.8	44.9	52.2	37.8	37.8	56.5	40.8	44.6
Incr Delay (d2), s/veh	33.1	1.0	1.1	5.5	3.5	3.6	9.5	2.5	2.5	5.9	0.7	13.4
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	9.8	0.7	0.7	2.1	10.3	10.3	5.6	9.2	9.5	2.1	5.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	3.1	3.1	63.9	48.3	48.5	61.7	40.3	40.3	62.4	41.5	58.0
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		843			700			866			737	
Approach Delay, s/veh		26.8			49.8			44.5			49.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	60.8	18.0	31.3	26.0	44.7	10.0	39.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.4	3.8	13.7	23.5	21.8	23.1	6.4	23.1
Green Ext Time (p_c), s	0.0	5.3	0.1	3.2	0.0	2.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Future Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	100	476	43	27	585	151	51	124	39	23	83	101
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	2241	202	34	1763	454	82	159	45	52	122	134
Arrive On Green	0.14	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3210	289	1734	2724	701	269	946	271	110	728	799
Grp Volume(v), veh/h	100	256	263	27	371	365	214	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1695	1486	0	0	1637	0	0
Q Serve(g_s), s	6.7	0.0	0.0	1.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.9	0.0	0.0	17.0	0.0	0.0	14.3	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	0.24		0.18	0.11		0.49
Lane Grp Cap(c), veh/h	123	1208	1235	34	1120	1097	287	0	0	308	0	0
V/C Ratio(X)	0.81	0.21	0.21	0.79	0.33	0.33	0.75	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	214	1208	1235	214	1120	1097	500	0	0	524	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	57.4	0.0	0.0	48.4	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.4	0.4	28.7	0.7	0.7	3.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.1	1.1	0.2	0.2	6.5	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.4	0.4	86.1	0.7	0.7	52.2	0.0	0.0	50.0	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		619			763			214			207	
Approach Delay, s/veh		10.4			3.7			52.2			50.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.7		24.7	12.7	82.6		24.7
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.3	8.7	2.0		19.0
Green Ext Time (p_c), s	0.0	3.5		1.2	0.1	5.5		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Future Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	89	300	77	133	456	84	139	768	71	158	676	84
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	1133	286	557	1256	230	166	855	79	185	963	429
Arrive On Green	0.09	0.83	0.83	0.06	0.43	0.43	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2736	691	1734	2920	535	1734	3202	296	1734	3460	1543
Grp Volume(v), veh/h	89	188	189	133	269	271	139	415	424	158	676	84
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1725	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Cycle Q Clear(g_c), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Prop In Lane	1.00		0.41	1.00		0.31	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	417	716	702	557	744	742	166	462	472	185	963	429
V/C Ratio(X)	0.21	0.26	0.27	0.24	0.36	0.37	0.84	0.90	0.90	0.85	0.70	0.20
Avail Cap(c_a), veh/h	583	716	702	694	744	742	315	492	502	315	983	439
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.3	6.3	18.0	23.1	23.1	53.4	42.4	42.4	52.7	38.8	33.1
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.1	1.4	1.4	4.3	18.7	18.5	4.4	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	1.1	2.1	5.4	5.5	4.3	14.2	14.4	4.9	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.2	7.2	18.1	24.4	24.5	57.6	61.1	60.9	57.1	41.2	33.3
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		466			673			978			918	
Approach Delay, s/veh		9.3			23.2			60.5			43.2	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	54.6	15.7	38.3	9.5	56.5	17.0	36.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	7.3	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.2	5.0	11.5	23.0	5.5	14.7	12.7	29.8
Green Ext Time (p_c), s	0.1	1.9	0.1	4.2	0.1	2.5	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	8	9	110	18	72	26	92	68	149	72	206
Future Vol, veh/h	9	8	9	110	18	72	26	92	68	149	72	206
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	10	121	20	79	29	101	75	164	79	226
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.5	10.7	10.3	11.4
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	92%	0%	100%	0%
Vol Thru, %	0%	57%	0%	47%	8%	11%	0%	26%
Vol Right, %	0%	42%	0%	53%	0%	89%	0%	74%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	160	9	17	119	81	149	278
LT Vol	26	0	9	0	110	0	149	0
Through Vol	0	92	0	8	9	9	0	72
RT Vol	0	68	0	9	0	72	0	206
Lane Flow Rate	29	176	10	19	131	89	164	305
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.051	0.272	0.02	0.032	0.244	0.139	0.277	0.43
Departure Headway (Hd)	6.379	5.572	7.128	6.242	6.726	5.628	6.089	5.062
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	645	502	573	535	637	594	715
Service Time	4.107	3.3	4.87	3.983	4.459	3.361	3.789	2.762
HCM Lane V/C Ratio	0.052	0.273	0.02	0.033	0.245	0.14	0.276	0.427
HCM Control Delay	9.5	10.4	10	9.2	11.6	9.3	11.1	11.5
HCM Lane LOS	A	B	A	A	B	A	B	B
HCM 95th-tile Q	0.2	1.1	0.1	0.1	1	0.5	1.1	2.2

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	207	188	95	85	22
Future Vol, veh/h	28	207	188	95	85	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	244	221	112	100	26
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.4	9.1	9.5
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	29%	0%	0%	0%	79%
Vol Thru, %	71%	100%	100%	40%	0%
Vol Right, %	0%	0%	0%	60%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	138	125	158	107
LT Vol	28	0	0	0	85
Through Vol	69	138	125	63	0
RT Vol	0	0	0	95	22
Lane Flow Rate	114	162	147	185	126
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.169	0.233	0.211	0.243	0.185
Departure Headway (Hd)	5.32	5.175	5.14	4.715	5.287
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	672	692	696	759	676
Service Time	3.068	2.923	2.884	2.459	3.341
HCM Lane V/C Ratio	0.17	0.234	0.211	0.244	0.186
HCM Control Delay	9.2	9.5	9.3	9	9.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.9	0.8	1	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	135	138	53	143	41	43	571	63	23	377	57
Future Volume (veh/h)	52	135	138	53	143	41	43	571	63	23	377	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	57	148	152	58	157	45	47	627	69	25	414	63
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	73	962	858	75	1488	414	60	740	81	33	662	100
Arrive On Green	0.04	0.56	0.56	0.04	0.56	0.56	0.03	0.24	0.24	0.02	0.22	0.22
Sat Flow, veh/h	1734	1730	1543	1734	2674	744	1734	3144	345	1734	3014	456
Grp Volume(v), veh/h	57	148	152	58	100	102	47	345	351	25	236	241
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1687	1734	1730	1759	1734	1730	1739
Q Serve(g_s), s	3.9	5.0	5.8	4.0	3.3	3.4	3.2	22.8	22.9	1.7	14.8	15.0
Cycle Q Clear(g_c), s	3.9	5.0	5.8	4.0	3.3	3.4	3.2	22.8	22.9	1.7	14.8	15.0
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.20	1.00		0.26
Lane Grp Cap(c), veh/h	73	962	858	75	963	939	60	408	414	33	380	382
V/C Ratio(X)	0.78	0.15	0.18	0.78	0.10	0.11	0.78	0.85	0.85	0.76	0.62	0.63
Avail Cap(c_a), veh/h	228	962	858	228	963	939	272	525	534	272	525	528
HCM Platoon Ratio	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	0.63	0.63	0.63	0.83	0.83	0.83
Uniform Delay (d), s/veh	56.9	12.9	13.1	56.8	12.5	12.6	57.4	43.8	43.8	58.6	42.3	42.4
Incr Delay (d2), s/veh	16.0	0.3	0.5	15.7	0.2	0.2	12.6	6.4	6.5	25.8	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	2.1	2.1	1.3	1.4	1.6	10.5	10.7	1.0	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	13.3	13.6	72.6	12.7	12.8	70.0	50.2	50.3	84.4	43.7	43.8
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		357			260			743			502	
Approach Delay, s/veh		22.9			26.1			51.5			45.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	8.4	30.9	9.3	71.4	6.5	32.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.0	7.8	5.2	17.0	5.9	5.4	3.7	24.9
Green Ext Time (p_c), s	0.1	1.8	0.1	2.8	0.1	1.1	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	29	77	152	117	151
Future Vol, veh/h	44	29	77	152	117	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	32	86	169	130	168

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	555	214	298	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	493	826	1263	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	826	1263	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	2.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1263	-	456	826	-	-
HCM Lane V/C Ratio	0.068	-	0.107	0.039	-	-
HCM Control Delay (s)	8.1	0	13.8	9.5	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	176	40	32	429	80	106	85	21	40	51	22
Future Volume (veh/h)	0	176	40	32	429	80	106	85	21	40	51	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	193	44	35	471	88	116	93	23	44	56	24
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	488	109	96	1332	262	243	221	55	214	190	81
Arrive On Green	0.00	0.17	0.17	0.96	0.96	0.96	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	0	2902	627	200	2786	548	1319	1410	349	1276	1209	518
Grp Volume(v), veh/h	0	117	120	317	0	277	116	0	116	44	0	80
Grp Sat Flow(s),veh/h/ln	0	1730	1708	1811	0	1723	1319	0	1758	1276	0	1728
Q Serve(g_s), s	0.0	4.8	5.0	0.9	0.0	0.8	6.8	0.0	4.8	2.6	0.0	3.3
Cycle Q Clear(g_c), s	0.0	4.8	5.0	0.9	0.0	0.8	10.1	0.0	4.8	7.3	0.0	3.3
Prop In Lane	0.00		0.37	0.11		0.32	1.00		0.20	1.00		0.30
Lane Grp Cap(c), veh/h	0	301	297	866	0	824	243	0	276	214	0	271
V/C Ratio(X)	0.00	0.39	0.40	0.37	0.00	0.34	0.48	0.00	0.42	0.21	0.00	0.30
Avail Cap(c_a), veh/h	0	301	297	866	0	824	446	0	547	411	0	538
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)	0.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	29.4	0.9	0.0	0.9	34.3	0.0	30.4	33.8	0.0	29.8
Incr Delay (d2), s/veh	0.0	3.8	4.0	1.2	0.0	1.1	0.5	0.0	0.4	0.2	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	0.0	2.3	2.3	0.5	0.0	0.5	2.2	0.0	2.0	0.8	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.1	33.4	2.1	0.0	2.0	34.8	0.0	30.8	33.9	0.0	30.0
LnGrp LOS	A	C	C	A	A	A	C	A	C	C	A	C
Approach Vol, veh/h		237			594			232			124	
Approach Delay, s/veh		33.2			2.1			32.8			31.4	
Approach LOS		C			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.3		17.7		19.0		17.7				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		2.9		9.3		7.0		12.1				
Green Ext Time (p_c), s		2.4		0.3		0.5		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	167	70	257	287	0	0	0	0	295	3	256
Future Volume (veh/h)	0	167	70	257	287	0	0	0	0	295	3	256
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	190	80	292	326	0				427	0	195
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1896	731	369	2442	0				579	0	257
Arrive On Green	0.00	0.54	0.54	0.11	0.71	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3693	1361	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	177	93	292	326	0				427	0	195
Grp Sat Flow(s),veh/h/ln	0	1657	1576	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	2.1	2.3	6.8	2.4	0.0				9.4	0.0	9.6
Cycle Q Clear(g_c), s	0.0	2.1	2.3	6.8	2.4	0.0				9.4	0.0	9.6
Prop In Lane	0.00		0.86	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1781	847	369	2442	0				579	0	257
V/C Ratio(X)	0.00	0.10	0.11	0.79	0.13	0.00				0.74	0.00	0.76
Avail Cap(c_a), veh/h	0	1781	847	379	2442	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.81	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.0	9.1	34.7	3.8	0.0				31.7	0.0	31.8
Incr Delay (d2), s/veh	0.0	0.1	0.2	8.0	0.1	0.0				1.9	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.8	3.1	0.7	0.0				4.0	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.2	9.3	42.7	3.9	0.0				33.5	0.0	36.3
LnGrp LOS	A	A	A	D	A	A				C	A	D
Approach Vol, veh/h		270			618						622	
Approach Delay, s/veh		9.2			22.3						34.4	
Approach LOS		A			C						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.6	18.4	13.5	48.1
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	4.4	11.6	8.8	4.3
Green Ext Time (p_c), s	1.5	1.7	0.0	1.2

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

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	351	0	0	380	325	166	28	391	0	0	0
Future Volume (veh/h)	111	351	0	0	380	325	166	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	118	373	0	0	404	346	128	0	488			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	303	1834	0	0	577	490	384	0	683			
Arrive On Green	0.09	0.53	0.00	0.00	0.33	0.33	0.22	0.00	0.22			
Sat Flow, veh/h	3365	3551	0	0	1864	1507	1734	0	3087			
Grp Volume(v), veh/h	118	373	0	0	394	356	128	0	488			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1550	1734	0	1543			
Q Serve(g_s), s	1.4	2.3	0.0	0.0	8.2	8.2	2.5	0.0	6.0			
Cycle Q Clear(g_c), s	1.4	2.3	0.0	0.0	8.2	8.2	2.5	0.0	6.0			
Prop In Lane	1.00		0.00	0.00		0.97	1.00		1.00			
Lane Grp Cap(c), veh/h	303	1834	0	0	563	504	384	0	683			
V/C Ratio(X)	0.39	0.20	0.00	0.00	0.70	0.71	0.33	0.00	0.71			
Avail Cap(c_a), veh/h	410	3105	0	0	1143	1024	761	0	1355			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.6	5.1	0.0	0.0	12.1	12.1	13.4	0.0	14.8			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.6	0.7	0.2	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			
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.0	0.0	2.5	2.3	0.8	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	5.1	0.0	0.0	12.7	12.8	13.6	0.0	15.3			
LnGrp LOS	B	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		491			750			616				
Approach Delay, s/veh		8.2			12.7			14.9				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	8.4	18.4		14.2		26.8			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s*	5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	3.4	10.2		8.0		4.3			
Green Ext Time (p_c), s	0.0	3.1		1.1		1.7			

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	669	4	17	555	60	22	7	12	66	7	131
Future Volume (veh/h)	65	669	4	17	555	60	22	7	12	66	7	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	74	760	5	19	631	68	25	8	14	75	8	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	2307	15	29	1942	209	52	18	31	188	9	160
Arrive On Green	0.05	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3524	23	1734	3151	339	1734	594	1040	1734	79	1476
Grp Volume(v), veh/h	74	373	392	19	346	353	25	0	22	75	0	157
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1760	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.0	9.1	9.1	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Cycle Q Clear(g_c), s	4.0	9.1	9.1	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Prop In Lane	1.00		0.01	1.00		0.19	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	95	1133	1190	29	1066	1085	52	0	49	188	0	169
V/C Ratio(X)	0.78	0.33	0.33	0.66	0.32	0.33	0.48	0.00	0.45	0.40	0.00	0.93
Avail Cap(c_a), veh/h	267	1133	1190	267	1066	1085	441	0	415	188	0	169
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	7.3	7.3	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.4
Incr Delay (d2), s/veh	12.1	0.7	0.7	22.4	0.8	0.8	6.9	0.0	6.4	1.4	0.0	49.7
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	2.0	3.2	3.4	0.6	0.2	0.2	0.7	0.0	0.6	1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	8.0	8.0	68.5	0.8	0.8	52.7	0.0	52.2	41.3	0.0	92.2
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		839			718			47			232	
Approach Delay, s/veh		12.3			2.6			52.5			75.7	
Approach LOS		B			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	67.8		15.0	9.5	64.1		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.0	11.1		11.6	6.0	2.0		3.4
Green Ext Time (p_c), s	0.0	4.5		0.0	0.1	4.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	710	18	6	528	33	20	12	21	21	19	35
Future Volume (veh/h)	19	710	18	6	528	33	20	12	21	21	19	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	22	807	20	7	600	38	23	14	24	24	22	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	902	22	742	2240	142	29	18	30	31	28	52
Arrive On Green	0.04	0.52	0.52	0.43	0.68	0.68	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3450	86	1734	3305	209	630	384	658	463	424	772
Grp Volume(v), veh/h	22	405	422	7	314	324	61	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1806	1734	1730	1784	1671	0	0	1659	0	0
Q Serve(g_s), s	1.2	20.1	20.1	0.2	6.8	6.9	3.5	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	20.1	20.1	0.2	6.8	6.9	3.5	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.38		0.39	0.28		0.47
Lane Grp Cap(c), veh/h	32	452	472	742	1173	1209	77	0	0	111	0	0
V/C Ratio(X)	0.69	0.89	0.89	0.01	0.27	0.27	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	529	742	1173	1209	181	0	0	422	0	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	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.7	21.7	15.8	6.1	6.1	45.3	0.0	0.0	44.1	0.0	0.0
Incr Delay (d2), s/veh	8.8	21.9	21.2	0.0	0.5	0.5	6.6	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.0	8.3	0.1	2.4	2.4	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	43.6	42.9	15.8	6.6	6.6	51.9	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		849			645			61			86	
Approach Delay, s/veh		43.6			6.7			51.9			48.4	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	30.0		11.0	6.0	70.0		9.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	11.1	* 28		24.4	* 15	28.1		10.4				
Max Q Clear Time (g_c+I1), s	2.2	22.1		6.9	3.2	8.9		5.5				
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	4.7		0.1				

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	442	101	145	337	98	154	524	157	79	432	104
Future Volume (veh/h)	134	442	101	145	337	98	154	524	157	79	432	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	151	497	113	163	379	110	173	589	176	89	485	117
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	211	1858	829	221	1433	411	232	714	420	141	620	374
Arrive On Green	0.06	0.54	0.54	0.13	1.00	1.00	0.14	0.41	0.41	0.04	0.18	0.18
Sat Flow, veh/h	3365	3460	1543	3365	2653	761	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	151	497	113	163	245	244	173	589	176	89	485	117
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1684	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.3	9.3	4.4	5.6	0.0	0.0	5.9	18.2	9.5	3.1	16.1	7.5
Cycle Q Clear(g_c), s	5.3	9.3	4.4	5.6	0.0	0.0	5.9	18.2	9.5	3.1	16.1	7.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1858	829	221	934	909	232	714	420	141	620	374
V/C Ratio(X)	0.72	0.27	0.14	0.74	0.26	0.27	0.75	0.82	0.42	0.63	0.78	0.31
Avail Cap(c_a), veh/h	471	1858	829	471	934	909	499	1078	582	471	1050	565
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.91	0.91	0.91	0.84	0.84	0.84	0.79	0.79	0.79
Uniform Delay (d), s/veh	55.2	15.0	13.9	51.1	0.0	0.0	50.7	33.3	26.1	56.6	47.0	37.3
Incr Delay (d2), s/veh	4.2	0.3	0.3	4.3	0.6	0.7	4.0	2.8	0.6	3.7	1.7	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	2.4	3.7	1.6	2.4	0.2	0.2	2.5	6.4	3.1	1.4	7.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	15.4	14.2	55.5	0.6	0.7	54.7	36.1	26.7	60.3	48.7	37.7
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	D
Approach Vol, veh/h		761			652			938			691	
Approach Delay, s/veh		23.9			14.4			37.7			48.4	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	69.3	12.5	26.1	11.7	69.7	9.2	29.4
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.9	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.6	11.3	7.9	18.1	7.3	2.0	5.1	20.2
Green Ext Time (p_c), s	0.3	3.6	0.4	3.5	0.3	3.2	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Future Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	96	676	14	20	716	155	25	49	32	145	49	94
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	685	2257	1007	28	757	164	33	152	129	172	298	252
Arrive On Green	0.79	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.16	0.16
Sat Flow, veh/h	1734	3460	1543	1734	2829	612	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	96	676	14	20	438	433	25	49	32	145	49	94
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1711	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	685	2257	1007	28	463	458	33	152	129	172	298	252
V/C Ratio(X)	0.14	0.30	0.01	0.71	0.95	0.95	0.76	0.32	0.25	0.84	0.16	0.37
Avail Cap(c_a), veh/h	685	2257	1007	228	463	458	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	59.4	53.8	53.9	58.6	51.8	51.5	53.1	43.1	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.5	26.4	26.7	30.1	1.2	1.0	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	17.5	17.3	1.0	1.4	0.9	4.5	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.3	0.0	68.9	80.3	80.6	88.7	53.0	52.5	57.4	43.4	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		786			891			106			288	
Approach Delay, s/veh		1.2			80.2			61.3			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	83.2	6.5	24.2	52.3	37.0	16.1	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.6	2.0	3.7	4.8	3.6	32.2	11.9	5.0
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	0.0	0.1	0.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Future Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	180	452	96	86	553	138	145	727	58	142	648	135
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	243	1275	269	137	1144	285	172	850	68	169	901	402
Arrive On Green	0.02	0.15	0.15	0.04	0.42	0.42	0.10	0.26	0.26	0.10	0.26	0.26
Sat Flow, veh/h	3365	2843	600	3365	2746	683	1734	3246	259	1734	3460	1543
Grp Volume(v), veh/h	180	274	274	86	348	343	145	387	398	142	648	135
Grp Sat Flow(s),veh/h/ln	1682	1730	1713	1682	1730	1698	1734	1730	1775	1734	1730	1543
Q Serve(g_s), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Cycle Q Clear(g_c), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Prop In Lane	1.00		0.35	1.00		0.40	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	243	776	768	137	721	708	172	453	465	169	901	402
V/C Ratio(X)	0.74	0.35	0.36	0.63	0.48	0.49	0.84	0.85	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	776	768	443	721	708	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	35.5	35.6	56.7	25.5	25.6	53.1	42.1	42.1	53.3	40.4	36.0
Incr Delay (d2), s/veh	4.1	1.2	1.2	4.7	2.3	2.4	19.1	9.8	9.6	18.3	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.2	8.2	1.4	7.6	7.5	5.2	12.0	12.3	5.0	8.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.7	36.8	61.4	27.8	28.0	72.2	51.9	51.7	71.6	42.0	36.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		728			777			930			925	
Approach Delay, s/veh		42.9			31.6			55.0			45.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	58.7	16.1	36.1	12.9	54.9	15.9	36.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.0	19.3	11.9	22.5	8.4	19.7	11.7	27.6
Green Ext Time (p_c), s	0.1	2.4	0.1	4.5	0.3	3.1	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	10	45	75	4	37
Future Vol, veh/h	53	10	45	75	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	11	49	82	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	203	35
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1530	-	767	1030
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1530	-	742	1030
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	1030	-	-	1530	-
HCM Lane V/C Ratio	0.006	0.039	-	-	0.032	-
HCM Control Delay (s)	9.9	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	46.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	82	23	362	118	67	43	168	288	21	94	7
Future Vol, veh/h	6	82	23	362	118	67	43	168	288	21	94	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	92	26	407	133	75	48	189	324	24	106	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	13.3	39.7	69.6	14.6
HCM LOS	B	E	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	37%	0%	100%	54%	0%	100%	37%	0%	93%
Vol Right, %	0%	63%	0%	0%	46%	0%	0%	63%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	456	6	55	50	362	79	106	21	101
LT Vol	43	0	6	0	0	362	0	0	21	0
Through Vol	0	168	0	55	27	0	79	39	0	94
RT Vol	0	288	0	0	23	0	0	67	0	7
Lane Flow Rate	48	512	7	61	57	407	88	119	24	113
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.11	1.03	0.018	0.152	0.135	0.915	0.186	0.237	0.061	0.277
Departure Headway (Hd)	8.182	7.235	9.794	9.273	8.939	8.354	7.839	7.385	9.447	8.789
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	502	368	389	404	435	461	490	382	406
Service Time	5.893	4.946	7.494	6.973	6.639	6.054	5.539	5.085	7.147	6.589
HCM Lane V/C Ratio	0.109	1.02	0.019	0.157	0.141	0.936	0.191	0.243	0.063	0.278
HCM Control Delay	11.9	75	12.7	13.6	13	53.6	12.3	12.4	12.8	15
HCM Lane LOS	B	F	B	B	B	F	B	B	B	B
HCM 95th-tile Q	0.4	14.8	0.1	0.5	0.5	10.1	0.7	0.9	0.2	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	372	38	222	336	0	0	0	0	316	0	221
Future Volume (veh/h)	0	372	38	222	336	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	418	43	249	378	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1050	106	194	1610	0				464	0	413
Arrive On Green	0.00	0.23	0.23	0.11	0.47	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4751	465	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	300	161	249	378	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1738	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.5	3.6	5.1	3.0	0.0				8.6	0.0	6.4
Cycle Q Clear(g_c), s	0.0	3.5	3.6	5.1	3.0	0.0				8.6	0.0	6.4
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	758	398	194	1610	0				464	0	413
V/C Ratio(X)	0.00	0.40	0.40	1.29	0.23	0.00				0.76	0.00	0.60
Avail Cap(c_a), veh/h	0	2213	1160	194	3128	0				626	0	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	20.3	7.3	0.0				15.4	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.6	1.1	161.9	0.1	0.0				3.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	10.5	0.9	0.0				3.4	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	16.1	182.2	7.5	0.0				19.3	0.0	16.0
LnGrp LOS	A	B	B	F	A	A				B	A	B
Approach Vol, veh/h		461			627						603	
Approach Delay, s/veh		15.7			76.8						17.9	
Approach LOS		B			E						B	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	27.4	18.3	10.8	16.6
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	5.0	10.6	7.1	5.6
Green Ext Time (p_c), s	4.5	1.6	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	547	0	0	458	447	111	3	351	0	0	0
Future Volume (veh/h)	101	547	0	0	458	447	111	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	111	601	0	0	503	491	122	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	139	1896	0	0	654	583	440	11	401			
Arrive On Green	0.08	0.55	0.00	0.00	0.38	0.38	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1695	42	1543			
Grp Volume(v), veh/h	111	601	0	0	503	491	125	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1736	0	1543			
Q Serve(g_s), s	4.0	6.0	0.0	0.0	16.2	18.4	3.6	0.0	15.7			
Cycle Q Clear(g_c), s	4.0	6.0	0.0	0.0	16.2	18.4	3.6	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	139	1896	0	0	654	583	451	0	401			
V/C Ratio(X)	0.80	0.32	0.00	0.00	0.77	0.84	0.28	0.00	0.96			
Avail Cap(c_a), veh/h	139	1978	0	0	695	620	451	0	401			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.7	7.8	0.0	0.0	17.3	18.0	18.7	0.0	23.2			
Incr Delay (d2), s/veh	24.9	0.2	0.0	0.0	5.7	10.6	0.1	0.0	34.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	1.9	0.0	0.0	6.8	7.5	1.4	0.0	9.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	8.0	0.0	0.0	23.0	28.6	18.9	0.0	58.1			
LnGrp LOS	D	A	A	A	C	C	B	A	E			
Approach Vol, veh/h		712			994			511				
Approach Delay, s/veh		15.1			25.8			48.5				
Approach LOS		B			C			D				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.8	30.1		22.6		40.9						
Change Period (Y+Rc), s*	5.7	6.1		6.1		6.1						
Max Green Setting (Gmax), s	5.1	25.5		16.5		36.3						
Max Q Clear Time (g_c+I1), s	6.0	20.4		17.7		8.0						
Green Ext Time (p_c), s	0.0	3.6		0.0		7.2						

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	595	14	11	557	7	118	23	9	18	14	30
Future Vol, veh/h	42	595	14	11	557	7	118	23	9	18	14	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	661	16	12	619	8	131	26	10	20	16	33
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	19.8	17.5	13.6	11.4
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	12%	0%	4%	0%	29%
Vol Thru, %	15%	88%	96%	96%	98%	23%
Vol Right, %	6%	0%	4%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	340	312	290	286	62
LT Vol	118	42	0	11	0	18
Through Vol	23	298	298	279	279	14
RT Vol	9	0	14	0	7	30
Lane Flow Rate	167	377	346	322	317	69
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.328	0.669	0.605	0.576	0.565	0.137
Departure Headway (Hd)	7.084	6.384	6.289	6.447	6.41	7.135
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	505	562	571	556	558	499
Service Time	5.159	4.16	4.065	4.225	4.188	5.23
HCM Lane V/C Ratio	0.331	0.671	0.606	0.579	0.568	0.138
HCM Control Delay	13.6	21.2	18.3	17.7	17.3	11.4
HCM Lane LOS	B	C	C	C	C	B
HCM 95th-tile Q	1.4	5	4	3.6	3.5	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	423	252	46	315	40	146	596	54	44	535	81
Future Volume (veh/h)	113	423	252	46	315	40	146	596	54	44	535	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	127	475	283	52	354	45	164	670	61	49	601	91
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	153	527	313	67	627	79	191	1000	91	429	1566	698
Arrive On Green	0.09	0.25	0.25	0.04	0.20	0.20	0.11	0.31	0.31	0.25	0.45	0.45
Sat Flow, veh/h	1734	2090	1239	1734	3091	390	1734	3207	292	1734	3460	1543
Grp Volume(v), veh/h	127	393	365	52	197	202	164	361	370	49	601	91
Grp Sat Flow(s),veh/h/ln	1734	1730	1598	1734	1730	1751	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	8.6	26.4	26.6	3.6	12.3	12.5	11.2	21.8	21.8	2.6	13.8	4.1
Cycle Q Clear(g_c), s	8.6	26.4	26.6	3.6	12.3	12.5	11.2	21.8	21.8	2.6	13.8	4.1
Prop In Lane	1.00		0.78	1.00		0.22	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	153	437	403	67	351	355	191	539	551	429	1566	698
V/C Ratio(X)	0.83	0.90	0.91	0.78	0.56	0.57	0.86	0.67	0.67	0.11	0.38	0.13
Avail Cap(c_a), veh/h	243	467	432	243	467	473	286	539	551	429	1566	698
HCM Platoon Ratio	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	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.8	43.4	43.5	57.2	43.0	43.1	52.5	35.9	35.9	35.0	21.8	19.1
Incr Delay (d2), s/veh	6.6	19.4	21.5	7.2	1.4	1.4	10.6	6.5	6.4	0.0	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	4.0	13.6	12.8	1.7	5.4	5.6	5.4	10.1	10.3	1.1	5.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	62.8	65.0	64.4	44.4	44.6	63.0	42.4	42.3	35.0	22.3	19.4
LnGrp LOS	E	E	E	E	D	D	E	D	D	C	C	B
Approach Vol, veh/h		885			451			895			741	
Approach Delay, s/veh		63.4			46.8			46.2			22.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	34.9	17.4	58.9	14.8	28.9	34.3	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 13	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	15.6	28.6	13.2	15.8	10.6	14.5	4.6	23.8
Green Ext Time (p_c), s	0.0	1.7	0.1	4.9	0.1	2.2	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	222	158	183	114	135
Future Vol, veh/h	177	222	158	183	114	135
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	249	178	206	128	152
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	10.9	12	12.3
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	183	177	111	111	114	135
LT Vol	0	0	177	0	0	114	0
Through Vol	158	0	0	0	0	0	135
RT Vol	0	183	0	111	111	0	0
Lane Flow Rate	178	206	199	125	125	128	152
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.324	0.335	0.38	0.196	0.136	0.257	0.283
Departure Headway (Hd)	6.57	5.861	6.88	5.667	3.914	7.231	6.724
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	547	611	523	632	910	496	532
Service Time	4.325	3.615	4.629	3.415	1.661	4.99	4.483
HCM Lane V/C Ratio	0.325	0.337	0.38	0.198	0.137	0.258	0.286
HCM Control Delay	12.5	11.6	13.8	9.8	7.3	12.5	12.1
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	1.4	1.5	1.8	0.7	0.5	1	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	92	127	88	211	2	179	16	168	4	14	7
Future Volume (veh/h)	34	92	127	88	211	2	179	16	168	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	48	130	179	124	297	3	252	23	237	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	687	306	178	868	9	588	35	447	157	320	135
Arrive On Green	0.05	0.20	0.20	0.10	0.25	0.25	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1734	3460	1543	1734	3509	35	1306	119	1543	103	1105	465
Grp Volume(v), veh/h	48	130	179	124	146	154	275	0	237	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1815	1425	0	1543	1673	0	0
Q Serve(g_s), s	0.9	1.0	3.5	2.3	2.3	2.3	5.0	0.0	4.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.0	3.5	2.3	2.3	2.3	5.5	0.0	4.3	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.92		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	94	687	306	178	428	449	622	0	447	612	0	0
V/C Ratio(X)	0.51	0.19	0.58	0.70	0.34	0.34	0.44	0.00	0.53	0.06	0.00	0.00
Avail Cap(c_a), veh/h	315	1886	841	446	1074	1127	1067	0	935	1110	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	11.0	12.0	14.3	10.2	10.2	10.2	0.0	9.8	8.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.1	1.8	4.8	0.5	0.5	0.5	0.0	1.0	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	0.4	0.3	1.1	1.0	0.7	0.7	1.3	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	11.2	13.8	19.1	10.7	10.7	10.7	0.0	10.8	8.5	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	A	A	A
Approach Vol, veh/h		357			424			512			36	
Approach Delay, s/veh		13.6			13.1			10.8			8.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.1	7.9	11.1	14.1	6.3	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	7.5	4.3	5.5	2.5	2.9	4.3
Green Ext Time (p_c), s	2.0	0.1	1.1	0.1	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	43	51	22	11	14
Future Vol, veh/h	86	43	51	22	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	47	55	24	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	251	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	738	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	709	935
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	1443	-
HCM Lane V/C Ratio	0.033	-	-	0.038	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	43	51	114	11	15
Future Vol, veh/h	70	43	51	114	11	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	47	55	124	12	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	334	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	661	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	635	956
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1464	-
HCM Lane V/C Ratio	0.036	-	-	0.038	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	43	60	103	11	17
Future Vol, veh/h	29	43	60	103	11	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	47	65	112	12	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	298	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	693	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	661	1011
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	837	-	-	1519	-
HCM Lane V/C Ratio	0.036	-	-	0.043	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	167	217	439	135	11
Future Vol, veh/h	43	167	217	439	135	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	182	236	477	147	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	713	0	-	0	660	357
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	883	-	-	-	396	639
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	883	-	-	-	375	639
Mov Cap-2 Maneuver	-	-	-	-	463	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	883	-	-	-	463	639
HCM Lane V/C Ratio	0.053	-	-	-	0.317	0.019
HCM Control Delay (s)	9.3	-	-	-	16.3	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	209	609	188	0	47
Future Vol, veh/h	0	209	609	188	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	227	662	204	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	433
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	571
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	571
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	571
HCM Lane V/C Ratio	-	-	-	0.089
HCM Control Delay (s)	-	-	-	11.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	0	181	163	0	45
Future Vol, veh/h	41	0	181	163	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	0	197	177	0	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	616	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	454	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	390	1025
Mov Cap-2 Maneuver	-	-	-	-	390	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1563	-
HCM Lane V/C Ratio	0.048	-	-	0.126	-
HCM Control Delay (s)	8.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	302	717	321	0	80
Future Vol, veh/h	0	302	717	321	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	328	779	349	0	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	564
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	469
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	469
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	469
HCM Lane V/C Ratio	-	-	-	0.185
HCM Control Delay (s)	-	-	-	14.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	70	16	46	26	0	11	0	358	795	582	13
Future Volume (veh/h)	0	70	16	46	26	0	11	0	358	795	582	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	73	17	48	27	0	11	0	373	724	752	14
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	623	278	193	202	0	0	0	0	795	817	15
Arrive On Green	0.00	0.18	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.46	0.46	0.46
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1782	33
Grp Volume(v), veh/h	0	73	17	48	27	0		0.0		724	0	766
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1815
Q Serve(g_s), s	0.0	1.2	0.6	1.7	0.9	0.0				26.5	0.0	27.0
Cycle Q Clear(g_c), s	0.0	1.2	0.6	1.7	0.9	0.0				26.5	0.0	27.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.02
Lane Grp Cap(c), veh/h	0	623	278	193	202	0				795	0	832
V/C Ratio(X)	0.00	0.12	0.06	0.25	0.13	0.00				0.91	0.00	0.92
Avail Cap(c_a), veh/h	0	1516	676	623	654	0				852	0	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	23.2	27.7	27.4	0.0				17.2	0.0	17.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				12.7	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.2	0.7	0.4	0.0				12.0	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.5	23.2	28.0	27.5	0.0				29.9	0.0	30.9
LnGrp LOS	A	C	C	C	C	A				C	A	C
Approach Vol, veh/h		90			75						1490	
Approach Delay, s/veh		23.4			27.8						30.4	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		17.4		37.8		13.1						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		3.2		29.0		3.7						
Green Ext Time (p_c), s		0.3		2.3		0.1						

Intersection Summary		
HCM 6th Ctrl Delay		29.9
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	737	0	0	425	403	15	3	346	0	0	0
Future Volume (veh/h)	313	737	0	0	425	403	15	3	346	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	364	857	0	0	494	469	0	0	422			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	481	2245	0	0	732	653	0	314	531			
Arrive On Green	0.14	0.65	0.00	0.00	0.42	0.42	0.00	0.00	0.17			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	0	1821	3087			
Grp Volume(v), veh/h	364	857	0	0	494	469	0	0	422			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	0	1821	1543			
Q Serve(g_s), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Cycle Q Clear(g_c), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		1.00			
Lane Grp Cap(c), veh/h	481	2245	0	0	732	653	0	314	531			
V/C Ratio(X)	0.76	0.38	0.00	0.00	0.67	0.72	0.00	0.00	0.79			
Avail Cap(c_a), veh/h	1789	2245	0	0	908	810	0	636	1078			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	23.5	4.7	0.0	0.0	13.3	13.6	0.0	0.0	22.6			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	2.1	3.2	0.0	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			
%ile BackOfQ(50%),veh/ln	2.2	1.5	0.0	0.0	4.7	4.8	0.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	4.7	0.0	0.0	15.4	16.8	0.0	0.0	23.7			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1221			963			422				
Approach Delay, s/veh		10.6			16.1			23.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.9	29.2		14.9		42.1						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	8.3	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	7.9	16.3		9.5		8.6						
Green Ext Time (p_c), s	0.3	7.8		0.4		4.2						

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	966	86	48	693	18	103	2	31	12	8	7
Future Volume (veh/h)	15	966	86	48	693	18	103	2	31	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1223	109	61	877	23	130	3	39	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	2235	199	312	2437	64	206	4	268	53	33	17
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3214	286	1734	3445	90	874	20	1543	73	192	95
Grp Volume(v), veh/h	19	657	675	61	440	460	133	0	39	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1770	1734	1730	1805	895	0	1543	361	0	0
Q Serve(g_s), s	0.4	24.3	24.4	1.3	13.0	13.0	0.0	0.0	2.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	24.3	24.4	1.3	13.0	13.0	20.1	0.0	2.8	20.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	458	1203	1231	312	1224	1277	210	0	268	102	0	0
V/C Ratio(X)	0.04	0.55	0.55	0.20	0.36	0.36	0.63	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	642	1203	1231	475	1224	1277	295	0	361	194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	9.7	9.8	7.9	7.5	7.5	52.7	0.0	45.6	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	1.6	0.2	0.6	0.6	3.1	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.2	9.4	0.5	4.8	5.0	4.4	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	11.4	11.4	8.1	8.1	8.1	55.9	0.0	45.8	48.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1351			961			172			34	
Approach Delay, s/veh		11.3			8.1			53.6			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	95.1		27.1	6.2	96.7		27.1
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.3	26.4		22.5	2.4	15.0		22.1
Green Ext Time (p_c), s	0.1	13.1		0.0	0.0	7.1		0.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	480	249	74	327	88	146	375	65	60	423	279
Future Volume (veh/h)	263	480	249	74	327	88	146	375	65	60	423	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	317	578	300	89	394	106	176	452	78	72	510	336
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	315	932	483	112	827	220	203	924	158	92	860	384
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1734	2203	1142	1734	2703	719	1734	2953	507	1734	3460	1543
Grp Volume(v), veh/h	317	454	424	89	251	249	176	264	266	72	510	336
Grp Sat Flow(s),veh/h/ln	1734	1730	1615	1734	1730	1692	1734	1730	1730	1734	1730	1543
Q Serve(g_s), s	21.8	24.6	24.7	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.1
Cycle Q Clear(g_c), s	21.8	24.6	24.7	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.1
Prop In Lane	1.00		0.71	1.00		0.43	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	315	732	683	112	530	518	203	541	541	92	860	384
V/C Ratio(X)	1.01	0.62	0.62	0.79	0.47	0.48	0.87	0.49	0.49	0.79	0.59	0.88
Avail Cap(c_a), veh/h	315	732	683	243	530	518	272	541	541	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.97	0.97	0.97	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	27.1	27.1	57.9	44.8	44.9	52.1	33.4	33.5	56.2	39.7	43.3
Incr Delay (d2), s/veh	47.7	3.3	3.5	4.6	2.9	3.1	13.3	0.8	0.8	5.5	1.1	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	10.7	10.1	2.9	8.1	8.0	5.9	6.3	6.4	2.3	6.8	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.8	30.3	30.6	62.5	47.7	48.0	65.3	34.2	34.3	61.6	40.8	61.5
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1195			589			706			918	
Approach Delay, s/veh		48.1			50.1			42.0			50.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.4	18.2	34.4	26.0	41.3	10.5	42.1
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.1	26.7	14.0	27.1	23.8	18.7	6.9	17.0
Green Ext Time (p_c), s	0.1	4.3	0.1	2.7	0.0	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Future Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	51	707	53	45	579	65	29	108	52	15	108	68
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	2338	175	57	2233	250	57	138	61	42	140	83
Arrive On Green	0.08	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3263	244	1734	3137	351	167	1011	447	74	1028	609
Grp Volume(v), veh/h	51	375	385	45	319	325	189	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1777	1734	1730	1758	1626	0	0	1710	0	0
Q Serve(g_s), s	3.5	0.0	0.0	3.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.1	0.0	0.0	13.6	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.20	0.15		0.28	0.08		0.36
Lane Grp Cap(c), veh/h	65	1240	1273	57	1232	1252	256	0	0	265	0	0
V/C Ratio(X)	0.78	0.30	0.30	0.78	0.26	0.26	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1240	1273	228	1232	1252	391	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	55.6	0.0	0.0	50.5	0.0	0.0	50.4	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.5	0.5	18.8	0.5	0.5	4.1	0.0	0.0	3.7	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	1.7	0.2	0.2	1.6	0.2	0.2	5.8	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	0.5	0.5	74.4	0.5	0.5	54.6	0.0	0.0	54.0	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		811			689			189			191	
Approach Delay, s/veh		4.8			5.3			54.6			54.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	90.9		20.9	8.7	90.3		20.9
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.1	2.0		14.9	5.5	2.0		15.6
Green Ext Time (p_c), s	0.0	5.7		0.8	0.1	4.6		0.7

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Future Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	473	102	120	398	131	121	650	90	138	663	81
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	1268	272	401	1168	380	147	771	107	164	910	406
Arrive On Green	0.02	0.15	0.15	0.05	0.46	0.46	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	1734	2834	607	1734	2566	835	1734	3053	422	1734	3460	1543
Grp Volume(v), veh/h	99	288	287	120	267	262	121	368	372	138	663	81
Grp Sat Flow(s),veh/h/ln	1734	1730	1712	1734	1730	1671	1734	1730	1745	1734	1730	1543
Q Serve(g_s), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Cycle Q Clear(g_c), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Prop In Lane	1.00		0.35	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	449	774	766	401	787	760	147	437	441	164	910	406
V/C Ratio(X)	0.22	0.37	0.38	0.30	0.34	0.34	0.83	0.84	0.84	0.84	0.73	0.20
Avail Cap(c_a), veh/h	583	774	766	522	787	760	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	35.9	36.0	17.7	21.1	21.1	54.1	42.6	42.6	53.4	40.3	34.4
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.2	1.2	1.2	4.4	10.3	10.4	5.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.6	8.6	1.8	5.1	5.0	3.8	11.5	11.7	4.3	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	37.2	37.3	17.8	22.2	22.4	58.5	52.9	53.0	58.5	42.6	34.7
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		674			649			861			882	
Approach Delay, s/veh		34.4			21.5			53.7			44.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	58.6	14.3	36.4	9.7	59.5	15.6	35.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.5	20.2	10.2	23.0	5.7	14.2	11.4	26.3
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	17.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	187	28	32	114	5	81	6	60	92	301	294	10
Future Vol, veh/h	187	28	32	114	5	81	6	60	92	301	294	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	205	31	35	125	5	89	7	66	101	331	323	11
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.7	12.8	13.1	21.1
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	98%	0%	100%	0%
Vol Thru, %	0%	39%	0%	47%	2%	3%	0%	97%
Vol Right, %	0%	61%	0%	53%	0%	97%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	152	187	60	117	84	301	304
LT Vol	6	0	187	0	114	0	301	0
Through Vol	0	60	0	28	3	3	0	294
RT Vol	0	92	0	32	0	81	0	10
Lane Flow Rate	7	167	205	66	128	92	331	334
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.015	0.328	0.455	0.129	0.288	0.176	0.661	0.618
Departure Headway (Hd)	8.017	7.068	7.964	7.069	8.101	6.902	7.195	6.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	508	452	507	444	519	506	545
Service Time	5.764	4.814	5.707	4.812	5.848	4.648	4.895	4.363
HCM Lane V/C Ratio	0.016	0.329	0.454	0.13	0.288	0.177	0.654	0.613
HCM Control Delay	10.9	13.2	17.2	10.9	14.1	11.1	22.8	19.5
HCM Lane LOS	B	B	C	B	B	B	C	C
HCM 95th-tile Q	0	1.4	2.3	0.4	1.2	0.6	4.8	4.2

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	402	176	114	102	19
Future Vol, veh/h	31	402	176	114	102	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	473	207	134	120	22
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	11.8	9.8	10.6
HCM LOS	B	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	0%	0%	0%	84%
Vol Thru, %	81%	100%	100%	34%	0%
Vol Right, %	0%	0%	0%	66%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	268	117	173	121
LT Vol	31	0	0	0	102
Through Vol	134	268	117	59	0
RT Vol	0	0	0	114	19
Lane Flow Rate	194	315	138	203	142
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.29	0.462	0.21	0.282	0.228
Departure Headway (Hd)	5.37	5.276	5.47	5.004	5.765
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	664	678	650	711	618
Service Time	3.143	3.048	3.249	2.783	3.852
HCM Lane V/C Ratio	0.292	0.465	0.212	0.286	0.23
HCM Control Delay	10.4	12.6	9.7	9.8	10.6
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	1.2	2.4	0.8	1.2	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	189	199	83	167	34	96	463	86	40	567	57
Future Volume (veh/h)	64	189	199	83	167	34	96	463	86	40	567	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	70	208	219	91	184	37	105	509	95	44	623	63
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	89	848	756	114	1452	286	129	806	150	56	745	75
Arrive On Green	0.05	0.49	0.49	0.07	0.50	0.50	0.07	0.28	0.28	0.03	0.23	0.23
Sat Flow, veh/h	1734	1730	1543	1734	2881	568	1734	2913	541	1734	3173	320
Grp Volume(v), veh/h	70	208	219	91	109	112	105	301	303	44	339	347
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1719	1734	1730	1724	1734	1730	1763
Q Serve(g_s), s	5.2	9.1	11.0	6.7	4.3	4.5	7.8	19.8	20.0	3.3	24.3	24.3
Cycle Q Clear(g_c), s	5.2	9.1	11.0	6.7	4.3	4.5	7.8	19.8	20.0	3.3	24.3	24.3
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.31	1.00		0.18
Lane Grp Cap(c), veh/h	89	848	756	114	872	866	129	478	477	56	406	414
V/C Ratio(X)	0.78	0.25	0.29	0.80	0.12	0.13	0.81	0.63	0.63	0.78	0.84	0.84
Avail Cap(c_a), veh/h	237	848	756	237	872	866	237	631	629	211	604	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	60.9	19.2	19.7	59.9	17.1	17.1	59.3	41.2	41.3	62.4	47.3	47.4
Incr Delay (d2), s/veh	13.8	0.7	1.0	12.1	0.3	0.3	9.6	1.1	1.1	15.2	4.7	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.8	4.2	3.3	1.8	1.9	3.8	8.6	8.7	1.7	11.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	19.9	20.7	72.1	17.4	17.4	68.9	42.3	42.4	77.6	52.1	52.1
LnGrp LOS	E	B	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		497			312			709			730	
Approach Delay, s/veh		28.0			33.3			46.3			53.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	68.3	13.9	35.1	10.9	70.1	8.4	40.6
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	8.7	13.0	9.8	26.3	7.2	6.5	5.3	22.0
Green Ext Time (p_c), s	0.1	2.5	0.1	4.2	0.1	1.2	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	107	107	62	444	38
Future Vol, veh/h	167	107	107	62	444	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	119	119	69	493	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	821	514	535	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	344	560	1033	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	560	1033	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	5.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1033	-	303	560	-	-
HCM Lane V/C Ratio	0.115	-	0.612	0.212	-	-
HCM Control Delay (s)	8.9	0	34	13.2	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.8	0.8	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	601	132	18	271	20	66	28	32	170	238	64
Future Volume (veh/h)	0	601	132	18	271	20	66	28	32	170	238	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	660	145	20	298	22	73	31	35	187	262	70
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	490	108	75	1161	90	189	207	234	404	368	98
Arrive On Green	0.00	0.17	0.17	0.25	0.25	0.25	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	0	2912	619	202	3143	243	1048	781	882	1335	1385	370
Grp Volume(v), veh/h	0	405	400	179	0	161	73	0	66	187	0	332
Grp Sat Flow(s),veh/h/ln	0	1730	1710	1811	0	1777	1048	0	1662	1335	0	1755
Q Serve(g_s), s	0.0	13.9	13.9	6.4	0.0	5.8	5.4	0.0	2.4	10.0	0.0	13.7
Cycle Q Clear(g_c), s	0.0	13.9	13.9	6.4	0.0	5.8	19.1	0.0	2.4	12.4	0.0	13.7
Prop In Lane	0.00		0.36	0.11		0.14	1.00		0.53	1.00		0.21
Lane Grp Cap(c), veh/h	0	301	297	669	0	656	189	0	442	404	0	466
V/C Ratio(X)	0.00	1.35	1.35	0.27	0.00	0.25	0.39	0.00	0.15	0.46	0.00	0.71
Avail Cap(c_a), veh/h	0	301	297	669	0	656	237	0	517	465	0	546
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.1	21.4	0.0	21.2	35.3	0.0	22.5	27.2	0.0	26.6
Incr Delay (d2), s/veh	0.0	176.1	177.4	1.0	0.0	0.9	0.5	0.0	0.1	0.3	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.3	20.2	2.9	0.0	2.6	1.4	0.0	0.9	3.1	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	209.2	210.4	22.3	0.0	22.0	35.7	0.0	22.5	27.5	0.0	29.2
LnGrp LOS	A	F	F	C	A	C	D	A	C	C	A	C
Approach Vol, veh/h		805			340			139			519	
Approach Delay, s/veh		209.8			22.2			29.5			28.6	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.6	26.4	19.0	26.4
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	25.9	24.9	13.9	24.9
Max Q Clear Time (g_c+I1), s	8.4	15.7	15.9	21.1
Green Ext Time (p_c), s	1.2	1.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	108.4
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	561	247	367	142	0	0	0	0	376	1	169
Future Volume (veh/h)	0	561	247	367	142	0	0	0	0	376	1	169
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	638	281	417	161	0				487	0	128
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1776	767	379	2399	0				621	0	276
Arrive On Green	0.00	0.52	0.52	0.11	0.69	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3566	1469	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	621	298	417	161	0				487	0	128
Grp Sat Flow(s),veh/h/ln	0	1657	1557	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	8.8	9.0	9.0	1.2	0.0				10.7	0.0	5.9
Cycle Q Clear(g_c), s	0.0	8.8	9.0	9.0	1.2	0.0				10.7	0.0	5.9
Prop In Lane	0.00		0.94	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1731	813	379	2399	0				621	0	276
V/C Ratio(X)	0.00	0.36	0.37	1.10	0.07	0.00				0.78	0.00	0.46
Avail Cap(c_a), veh/h	0	1731	813	379	2399	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.2	11.3	35.5	3.9	0.0				31.4	0.0	29.4
Incr Delay (d2), s/veh	0.0	0.1	0.1	70.0	0.0	0.0				2.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	2.9	7.3	0.3	0.0				4.6	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.3	11.4	105.5	4.0	0.0				34.0	0.0	30.6
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		919			578						615	
Approach Delay, s/veh		11.3			77.2						33.3	
Approach LOS		B			E						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	60.6	19.4	13.7	46.9
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	3.2	12.7	11.0	11.0
Green Ext Time (p_c), s	0.7	1.6	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	556	0	0	432	451	69	1	366	0	0	0
Future Volume (veh/h)	387	556	0	0	432	451	69	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	407	585	0	0	455	475	49	0	411			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	359	2067	0	0	675	602	320	0	570			
Arrive On Green	0.11	0.60	0.00	0.00	0.39	0.39	0.18	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	1734	0	3087			
Grp Volume(v), veh/h	407	585	0	0	455	475	49	0	411			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1734	0	1543			
Q Serve(g_s), s	5.0	3.8	0.0	0.0	10.2	12.7	1.1	0.0	5.9			
Cycle Q Clear(g_c), s	5.0	3.8	0.0	0.0	10.2	12.7	1.1	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	359	2067	0	0	675	602	320	0	570			
V/C Ratio(X)	1.13	0.28	0.00	0.00	0.67	0.79	0.15	0.00	0.72			
Avail Cap(c_a), veh/h	359	2719	0	0	1001	893	667	0	1187			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.9	4.6	0.0	0.0	11.8	12.6	16.0	0.0	18.0			
Incr Delay (d2), s/veh	88.6	0.0	0.0	0.0	0.4	1.5	0.1	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			
%ile BackOfQ(50%),veh/ln	6.2	0.8	0.0	0.0	3.2	3.7	0.4	0.0	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.5	4.6	0.0	0.0	12.3	14.1	16.1	0.0	18.6			
LnGrp LOS	F	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		992			930			460				
Approach Delay, s/veh		47.6			13.2			18.3				
Approach LOS		D			B			B				

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	23.4		13.8		33.1
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1
Max Green Setting (Gmax), s	5	27.1		18.0		36.8
Max Q Clear Time (g_c+I1), s	7.0	14.7		7.9		5.8
Green Ext Time (p_c), s	0.0	3.6		0.8		2.8

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	741	11	19	805	48	23	4	21	68	8	128
Future Volume (veh/h)	90	741	11	19	805	48	23	4	21	68	8	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	842	12	22	915	55	26	5	24	77	9	145
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2373	34	30	2069	124	51	8	39	210	11	177
Arrive On Green	0.07	0.68	0.68	0.03	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3492	50	1734	3316	199	1734	273	1312	1734	91	1466
Grp Volume(v), veh/h	102	417	437	22	477	493	26	0	29	77	0	154
Grp Sat Flow(s),veh/h/ln	1734	1730	1812	1734	1730	1785	1734	0	1585	1734	0	1557
Q Serve(g_s), s	7.0	12.2	12.2	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Cycle Q Clear(g_c), s	7.0	12.2	12.2	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	126	1176	1232	30	1080	1114	51	0	47	210	0	188
V/C Ratio(X)	0.81	0.35	0.35	0.73	0.44	0.44	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1176	1232	214	1080	1114	150	0	137	410	0	369
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	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	8.1	8.1	57.6	0.0	0.0	57.4	0.0	57.6	48.5	0.0	51.4
Incr Delay (d2), s/veh	10.8	0.8	0.8	27.2	1.2	1.2	7.5	0.0	12.5	1.1	0.0	8.4
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	3.4	4.5	4.8	0.9	0.4	0.4	0.9	0.0	1.0	2.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	8.9	8.9	84.8	1.2	1.2	64.9	0.0	70.0	49.6	0.0	59.8
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		956			992			55			231	
Approach Delay, s/veh		14.9			3.1			67.6			56.4	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	86.4		19.1	12.9	79.8		8.2
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	13.5	14.2		13.6	9.0	2.0		4.2
Green Ext Time (p_c), s	0.0	6.3		0.9	0.1	7.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	793	28	12	733	47	10	3	13	23	5	30
Future Volume (veh/h)	31	793	28	12	733	47	10	3	13	23	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	35	901	32	14	833	53	11	3	15	26	6	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1026	36	811	2475	157	13	4	18	33	8	44
Arrive On Green	0.05	0.60	0.60	0.47	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3408	121	1734	3303	210	621	169	847	645	149	843
Grp Volume(v), veh/h	35	457	476	14	436	450	29	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1799	1734	1730	1783	1638	0	0	1637	0	0
Q Serve(g_s), s	2.4	26.8	26.8	0.5	10.1	10.1	2.1	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	26.8	26.8	0.5	10.1	10.1	2.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.12	0.38		0.52	0.39		0.52
Lane Grp Cap(c), veh/h	44	521	542	811	1296	1336	35	0	0	84	0	0
V/C Ratio(X)	0.80	0.88	0.88	0.02	0.34	0.34	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	721	811	1296	1336	142	0	0	387	0	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)	0.93	0.93	0.93	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	22.0	22.0	17.1	5.0	5.0	58.5	0.0	0.0	56.2	0.0	0.0
Incr Delay (d2), s/veh	10.8	17.6	17.0	0.0	0.6	0.6	16.5	0.0	0.0	5.8	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	1.2	9.8	10.1	0.2	3.4	3.5	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	39.6	39.0	17.1	5.7	5.6	75.0	0.0	0.0	62.0	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		968			900			29			66	
Approach Delay, s/veh		40.3			5.8			75.0			62.0	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.0	41.0		10.8	7.2	94.8		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	44.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	28.8		6.8	4.4	12.1		4.1
Green Ext Time (p_c), s	0.0	7.3		0.2	0.0	8.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	436	228	223	519	80	232	453	164	131	562	126
Future Volume (veh/h)	150	436	228	223	519	80	232	453	164	131	562	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	169	490	256	251	583	90	261	509	184	147	631	142
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	227	1582	706	307	1446	223	317	877	532	203	760	443
Arrive On Green	0.07	0.46	0.46	0.18	0.96	0.96	0.19	0.51	0.51	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3005	463	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	169	490	256	251	335	338	261	509	184	147	631	142
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	6.4	11.6	14.0	9.3	1.6	1.6	9.7	13.4	8.8	5.6	22.6	9.4
Cycle Q Clear(g_c), s	6.4	11.6	14.0	9.3	1.6	1.6	9.7	13.4	8.8	5.6	22.6	9.4
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1582	706	307	832	836	317	877	532	203	760	443
V/C Ratio(X)	0.74	0.31	0.36	0.82	0.40	0.40	0.82	0.58	0.35	0.72	0.83	0.32
Avail Cap(c_a), veh/h	512	1582	706	512	832	836	512	1049	609	461	995	548
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	0.84	0.84	0.84	0.56	0.56	0.56
Uniform Delay (d), s/veh	59.5	22.3	22.9	52.1	1.3	1.3	51.7	27.2	20.3	60.0	48.4	36.4
Incr Delay (d2), s/veh	4.5	0.5	1.4	4.8	1.3	1.3	4.9	0.5	0.3	2.8	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.9	5.4	3.8	0.7	0.7	4.0	4.5	2.8	2.5	10.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	22.8	24.3	56.9	2.6	2.6	56.6	27.7	20.7	62.8	51.1	36.6
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		915			924			954			920	
Approach Delay, s/veh		30.8			17.3			34.3			50.7	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	64.4	16.4	33.2	13.0	67.4	12.0	37.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.3	16.0	11.7	24.6	8.4	3.6	7.6	15.4
Green Ext Time (p_c), s	0.5	4.1	0.6	3.9	0.4	4.7	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Future Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	679	54	118	886	78	75	44	134	132	59	108
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2032	907	140	2034	179	95	189	160	157	253	214
Arrive On Green	0.07	1.00	1.00	0.16	1.00	1.00	0.06	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3217	283	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	49	679	54	118	476	488	75	44	134	132	59	108
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	2032	907	140	1094	1119	95	189	160	157	253	214
V/C Ratio(X)	0.78	0.33	0.06	0.84	0.44	0.44	0.79	0.23	0.84	0.84	0.23	0.50
Avail Cap(c_a), veh/h	251	2032	907	251	1094	1119	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	53.7	0.0	0.0	60.7	53.5	57.2	58.2	49.8	51.8
Incr Delay (d2), s/veh	7.4	0.4	0.1	4.1	1.0	1.0	13.1	0.6	11.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.6	0.3	0.3	2.8	1.4	4.8	4.5	1.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.4	0.1	57.8	1.0	1.0	73.8	54.1	68.4	62.8	50.3	53.6
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		782			1082			253			299	
Approach Delay, s/veh		4.6			7.2			67.5			57.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	81.3	11.4	22.7	8.9	87.1	15.9	18.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.6	2.0	7.6	10.4	5.6	2.0	11.7	13.1
Green Ext Time (p_c), s	0.1	7.0	0.1	0.5	0.0	9.8	0.1	0.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Future Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	599	120	107	682	153	112	484	68	148	747	191
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	202	1393	278	159	1325	297	137	694	97	174	862	385
Arrive On Green	0.12	0.97	0.97	0.05	0.47	0.47	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2874	574	3365	2808	630	1734	3048	426	1734	3460	1543
Grp Volume(v), veh/h	149	360	359	107	420	415	112	274	278	148	747	191
Grp Sat Flow(s),veh/h/ln	1682	1730	1718	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Cycle Q Clear(g_c), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Prop In Lane	1.00		0.33	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	202	839	833	159	816	806	137	394	397	174	862	385
V/C Ratio(X)	0.74	0.43	0.43	0.67	0.51	0.51	0.82	0.69	0.70	0.85	0.87	0.50
Avail Cap(c_a), veh/h	461	839	833	461	816	806	251	494	498	251	987	440
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	1.0	1.0	60.9	23.9	23.9	59.0	46.1	46.1	57.5	46.7	41.8
Incr Delay (d2), s/veh	4.7	1.5	1.5	4.9	2.3	2.3	11.4	3.1	3.2	17.0	7.4	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	2.4	0.7	0.7	1.8	9.4	9.3	4.0	8.4	8.6	5.6	12.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	2.5	2.5	65.8	26.2	26.3	70.4	49.1	49.3	74.5	54.2	42.8
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		868			942			664			1086	
Approach Delay, s/veh		12.5			30.8			52.8			54.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	67.9	14.4	37.3	12.0	66.3	17.2	34.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.1	3.4	10.3	28.9	7.6	24.0	12.9	21.1
Green Ext Time (p_c), s	0.2	4.9	0.1	3.5	0.3	4.5	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	16	72	57	13	35
Future Vol, veh/h	145	16	72	57	13	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	17	78	62	14	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	354	88
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1399	-	618	953
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	583	953
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	953	-	-	1399	-
HCM Lane V/C Ratio	0.024	0.04	-	-	0.056	-
HCM Control Delay (s)	11.3	8.9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	210	56	70	129	44	27	81	101	153	260	17
Future Vol, veh/h	11	210	56	70	129	44	27	81	101	153	260	17
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	212	57	71	130	44	27	82	102	155	263	17
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	13.1	12.2	13.8	16.5
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	45%	0%	100%	56%	0%	100%	49%	0%	94%
Vol Right, %	0%	55%	0%	0%	44%	0%	0%	51%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	182	11	140	126	70	86	87	153	277
LT Vol	27	0	11	0	0	70	0	0	153	0
Through Vol	0	81	0	140	70	0	86	43	0	260
RT Vol	0	101	0	0	56	0	0	44	0	17
Lane Flow Rate	27	184	11	141	127	71	87	88	155	280
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.062	0.37	0.025	0.3	0.259	0.162	0.187	0.18	0.325	0.545
Departure Headway (Hd)	8.138	7.24	8.156	7.644	7.324	8.247	7.734	7.37	7.562	7.016
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	496	439	469	490	435	464	486	476	515
Service Time	5.892	4.994	5.911	5.398	5.079	6.002	5.489	5.125	5.31	4.764
HCM Lane V/C Ratio	0.061	0.371	0.025	0.301	0.259	0.163	0.188	0.181	0.326	0.544
HCM Control Delay	11.4	14.2	11.1	13.7	12.6	12.6	12.3	11.7	13.9	17.9
HCM Lane LOS	B	B	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	1.7	0.1	1.2	1	0.6	0.7	0.7	1.4	3.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	356	130	274	166	0	0	0	0	487	2	63
Future Volume (veh/h)	0	356	130	274	166	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	387	141	298	180	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	880	306	170	1553	0				548	2	489
Arrive On Green	0.00	0.24	0.24	0.10	0.45	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3806	1266	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	350	178	298	180	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1593	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	4.7	5.0	5.1	1.6	0.0				15.7	0.0	1.6
Cycle Q Clear(g_c), s	0.0	4.7	5.0	5.1	1.6	0.0				15.7	0.0	1.6
Prop In Lane	0.00		0.79	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	801	385	170	1553	0				550	0	489
V/C Ratio(X)	0.00	0.44	0.46	1.75	0.12	0.00				0.97	0.00	0.14
Avail Cap(c_a), veh/h	0	1941	933	170	2744	0				550	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	16.9	23.5	8.3	0.0				17.5	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.6	1.5	362.6	0.1	0.0				29.9	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
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.8	19.0	0.5	0.0				9.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.4	18.3	386.1	8.4	0.0				47.4	0.0	12.8
LnGrp LOS	A	B	B	F	A	A				D	A	B
Approach Vol, veh/h		528			478						599	
Approach Delay, s/veh		17.7			243.9						43.5	
Approach LOS		B			F						D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.5		22.6	10.8	18.7
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1
Max Green Setting (Gmax), s		41.3		16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s		3.6		17.7	7.1	7.0
Green Ext Time (p_c), s		2.0		0.0	0.0	5.6

Intersection Summary		
HCM 6th Ctrl Delay		94.7
HCM 6th LOS		F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	707	0	0	370	360	66	2	245	0	0	0
Future Volume (veh/h)	130	707	0	0	370	360	66	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	143	777	0	0	407	396	73	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	163	1953	0	0	631	563	355	10	324			
Arrive On Green	0.09	0.56	0.00	0.00	0.36	0.36	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1690	46	1543			
Grp Volume(v), veh/h	143	777	0	0	407	396	75	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1737	0	1543			
Q Serve(g_s), s	4.4	6.8	0.0	0.0	10.6	11.9	1.9	0.0	9.0			
Cycle Q Clear(g_c), s	4.4	6.8	0.0	0.0	10.6	11.9	1.9	0.0	9.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	163	1953	0	0	631	563	365	0	324			
V/C Ratio(X)	0.87	0.40	0.00	0.00	0.64	0.70	0.21	0.00	0.83			
Avail Cap(c_a), veh/h	163	2321	0	0	815	727	530	0	471			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.2	6.6	0.0	0.0	14.3	14.7	17.6	0.0	20.4			
Incr Delay (d2), s/veh	36.1	0.2	0.0	0.0	1.9	3.2	0.1	0.0	5.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	1.9	0.0	0.0	3.9	4.0	0.7	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	6.8	0.0	0.0	16.2	17.8	17.7	0.0	25.8			
LnGrp LOS	E	A	A	A	B	B	B	A	C			
Approach Vol, veh/h		920			803			344				
Approach Delay, s/veh		15.1			17.0			24.1				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	25.8		17.5		36.6			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.4	13.9		11.0		8.8			
Green Ext Time (p_c), s	0.0	5.9		0.4		9.6			

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	712	34	20	550	15	46	6	14	9	10	43
Future Vol, veh/h	29	712	34	20	550	15	46	6	14	9	10	43
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	742	35	21	573	16	48	6	15	9	10	45
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	18.4	14.8	11	10.4
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	8%	0%	7%	0%	15%
Vol Thru, %	9%	92%	91%	93%	95%	16%
Vol Right, %	21%	0%	9%	0%	5%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	385	390	295	290	62
LT Vol	46	29	0	20	0	9
Through Vol	6	356	356	275	275	10
RT Vol	14	0	34	0	15	43
Lane Flow Rate	69	401	406	307	302	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.131	0.646	0.644	0.515	0.5	0.117
Departure Headway (Hd)	6.871	5.803	5.703	6.03	5.959	6.494
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	521	622	634	596	604	552
Service Time	4.92	3.542	3.443	3.775	3.704	4.541
HCM Lane V/C Ratio	0.132	0.645	0.64	0.515	0.5	0.118
HCM Control Delay	11	18.6	18.2	15	14.6	10.4
HCM Lane LOS	B	C	C	B	B	B
HCM 95th-tile Q	0.4	4.7	4.7	2.9	2.8	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	431	184	71	346	46	115	588	75	51	709	154
Future Volume (veh/h)	125	431	184	71	346	46	115	588	75	51	709	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	140	484	207	80	389	52	129	661	84	57	797	173
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	165	541	230	101	589	78	154	1007	128	431	1691	754
Arrive On Green	0.10	0.23	0.23	0.06	0.19	0.19	0.09	0.33	0.33	0.17	0.33	0.33
Sat Flow, veh/h	1734	2365	1005	1734	3070	408	1734	3089	392	1734	3460	1543
Grp Volume(v), veh/h	140	353	338	80	218	223	129	370	375	57	797	173
Grp Sat Flow(s),veh/h/ln	1734	1730	1640	1734	1730	1748	1734	1730	1751	1734	1730	1543
Q Serve(g_s), s	10.3	25.7	26.0	5.9	15.2	15.4	9.5	23.8	23.9	3.6	23.8	10.6
Cycle Q Clear(g_c), s	10.3	25.7	26.0	5.9	15.2	15.4	9.5	23.8	23.9	3.6	23.8	10.6
Prop In Lane	1.00		0.61	1.00		0.23	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	165	396	375	101	332	335	154	564	571	431	1691	754
V/C Ratio(X)	0.85	0.89	0.90	0.80	0.66	0.67	0.84	0.66	0.66	0.13	0.47	0.23
Avail Cap(c_a), veh/h	278	431	409	278	431	436	558	564	571	431	1691	754
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.9	48.6	48.7	60.5	48.6	48.7	58.3	37.5	37.6	42.2	30.4	25.9
Incr Delay (d2), s/veh	5.1	19.3	21.3	5.3	2.3	2.5	4.5	5.9	5.8	0.0	0.7	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	4.8	13.2	12.8	2.8	6.8	6.9	4.4	11.0	11.2	1.6	10.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	67.9	70.0	65.7	50.9	51.1	62.8	43.4	43.4	42.3	31.0	26.4
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		831			521			874			1027	
Approach Delay, s/veh		67.9			53.3			46.2			30.9	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	34.3	15.8	68.1	16.6	29.5	36.9	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 21	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	17.9	28.0	11.5	25.8	12.3	17.4	5.6	25.9
Green Ext Time (p_c), s	0.1	1.7	0.2	0.0	0.1	2.3	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	152.3
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	84	65	783	173	179
Future Vol, veh/h	357	84	65	783	173	179
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	89	69	833	184	190
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	35.2	268.6	18.6
HCM LOS	E	F	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	783	357	42	42	173	179
LT Vol	0	0	357	0	0	173	0
Through Vol	65	0	0	0	0	0	179
RT Vol	0	783	0	42	42	0	0
Lane Flow Rate	69	833	380	45	45	184	190
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.145	1.584	0.825	0.082	0.061	0.432	0.42
Departure Headway (Hd)	7.56	6.844	8.721	7.483	5.694	9.498	8.977
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	474	533	418	482	633	381	404
Service Time	5.31	4.594	6.421	5.183	3.394	7.198	6.677
HCM Lane V/C Ratio	0.146	1.563	0.909	0.093	0.071	0.483	0.47
HCM Control Delay	11.6	289.9	41.2	10.9	8.8	19.2	18
HCM Lane LOS	B	F	E	B	A	C	C
HCM 95th-tile Q	0.5	45	7.7	0.3	0.2	2.1	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	607	344	255	364	8	73	5	232	3	7	6
Future Volume (veh/h)	4	607	344	255	364	8	73	5	232	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	855	485	359	513	11	103	7	327	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1157	516	274	1677	36	469	28	397	115	227	151
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3464	74	1321	108	1543	141	884	586
Grp Volume(v), veh/h	6	855	485	359	256	268	110	0	327	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1808	1429	0	1543	1611	0	0
Q Serve(g_s), s	0.2	11.8	16.4	8.5	4.8	4.8	2.7	0.0	10.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.8	16.4	8.5	4.8	4.8	3.2	0.0	10.8	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.94		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1157	516	274	838	875	497	0	397	493	0	0
V/C Ratio(X)	0.43	0.74	0.94	1.31	0.31	0.31	0.22	0.00	0.82	0.04	0.00	0.00
Avail Cap(c_a), veh/h	193	1157	516	274	838	875	659	0	573	667	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	15.8	17.4	22.7	8.4	8.4	16.0	0.0	18.9	15.1	0.0	0.0
Incr Delay (d2), s/veh	20.0	2.6	25.5	163.7	0.2	0.2	0.2	0.0	6.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	8.7	15.6	1.5	1.6	1.0	0.0	4.1	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	18.4	42.9	186.4	8.6	8.6	16.2	0.0	25.3	15.1	0.0	0.0
LnGrp LOS	D	B	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1346			883			437			22	
Approach Delay, s/veh		27.3			80.9			23.0			15.1	
Approach LOS		C			F			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.3	13.0	22.5	18.3	4.9	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	12.8	10.5	18.4	2.5	2.2	6.8
Green Ext Time (p_c), s	1.1	0.0	0.0	0.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	85	43	55
Future Vol, veh/h	21	11	13	85	43	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	92	47	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	149	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	843	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	835	1046
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	942	-	-	1576	-
HCM Lane V/C Ratio	0.113	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	11	13	69	43	57
Future Vol, veh/h	117	11	13	69	43	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	12	14	75	47	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	236	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1445	-	752	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	744	916
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1445	-
HCM Lane V/C Ratio	0.13	-	-	0.01	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	11	15	26	43	66
Future Vol, veh/h	112	11	15	26	43	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	12	16	28	47	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	188	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1451	-	801	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	792	922
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1451	-
HCM Lane V/C Ratio	0.137	-	-	0.011	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	112.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	669	599	336	519	43
Future Vol, veh/h	11	669	599	336	519	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	727	651	365	564	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1016	0	-	0	1222	508
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	678	-	-	-	~ 172	510
Stage 1	-	-	-	-	~ 387	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	678	-	-	-	~ 169	510
Mov Cap-2 Maneuver	-	-	-	-	~ 289	-
Stage 1	-	-	-	-	~ 380	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 435
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	678	-	-	-	289	510
HCM Lane V/C Ratio	0.018	-	-	-	1.952	0.092
HCM Control Delay (s)	10.4	-	-	-	$ 470	12.8
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	39.7	0.3

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	813	748	47	0	187
Future Vol, veh/h	0	813	748	47	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	884	813	51	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	432
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	572
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	572
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	572
HCM Lane V/C Ratio	-	-	-	0.355
HCM Control Delay (s)	-	-	-	14.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.6

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	0	46	40	0	180
Future Vol, veh/h	162	0	46	40	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	50	43	0	196

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	319	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	674	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	649	867
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1400	-
HCM Lane V/C Ratio	0.226	-	-	0.036	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1188	475	81	0	320
Future Vol, veh/h	0	1188	475	81	0	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1291	516	88	0	348

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	302
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	694
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	694
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	694
HCM Lane V/C Ratio	-	-	-	0.501
HCM Control Delay (s)	-	-	-	15.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	52	5	100	63	7	4	0	210	278	547	29
Future Volume (veh/h)	0	52	5	100	63	7	4	0	210	278	547	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	58	6	112	71	8	4	0	236	312	615	33
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	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	559	249	269	249	28	0	0	0	707	698	37
Arrive On Green	0.00	0.16	0.16	0.16	0.16	0.16	0.00	0.00	0.00	0.41	0.41	0.41
Sat Flow, veh/h	0	3551	1543	1734	1607	181		0		1734	1713	92
Grp Volume(v), veh/h	0	58	6	112	0	79		0.0		312	0	648
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	0	1789				1734	0	1805
Q Serve(g_s), s	0.0	0.9	0.2	3.6	0.0	2.4				8.1	0.0	20.6
Cycle Q Clear(g_c), s	0.0	0.9	0.2	3.6	0.0	2.4				8.1	0.0	20.6
Prop In Lane	0.00		1.00	1.00		0.10				1.00		0.05
Lane Grp Cap(c), veh/h	0	559	249	269	0	277				707	0	736
V/C Ratio(X)	0.00	0.10	0.02	0.42	0.00	0.28				0.44	0.00	0.88
Avail Cap(c_a), veh/h	0	1667	744	685	0	706				936	0	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.2	21.9	23.7	0.0	23.2				13.3	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.2				0.2	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.1	1.4	0.0	1.0				2.8	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.2	21.9	24.1	0.0	23.4				13.4	0.0	23.2
LnGrp LOS	A	C	C	C	A	C				B	A	C
Approach Vol, veh/h		64			191						960	
Approach Delay, s/veh		22.2			23.8						20.0	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		15.1		31.8		15.1						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		2.9		22.6		5.6						
Green Ext Time (p_c), s		0.2		2.7		0.4						

Intersection Summary		
HCM 6th Ctrl Delay		20.7
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	361	0	0	445	568	18	365	488	0	0	0
Future Volume (veh/h)	159	361	0	0	445	568	18	365	488	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	185	420	0	0	517	660	21	516	506			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	274	1981	0	0	734	655	20	493	436			
Arrive On Green	0.08	0.57	0.00	0.00	0.42	0.42	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	71	1747	1543			
Grp Volume(v), veh/h	185	420	0	0	517	660	537	0	506			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1818	0	1543			
Q Serve(g_s), s	3.8	4.2	0.0	0.0	17.3	29.9	19.9	0.0	19.9			
Cycle Q Clear(g_c), s	3.8	4.2	0.0	0.0	17.3	29.9	19.9	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.04		1.00			
Lane Grp Cap(c), veh/h	274	1981	0	0	734	655	514	0	436			
V/C Ratio(X)	0.68	0.21	0.00	0.00	0.70	1.01	1.05	0.00	1.16			
Avail Cap(c_a), veh/h	1448	1981	0	0	734	655	514	0	436			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.4	7.3	0.0	0.0	16.6	20.3	25.3	0.0	25.3			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	3.6	37.0	52.2	0.0	94.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	1.3	0.0	0.0	6.9	16.3	15.4	0.0	18.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	0.0	0.0	20.2	57.2	77.4	0.0	120.1			
LnGrp LOS	C	A	A	A	C	F	F	A	F			
Approach Vol, veh/h		605			1177			1043				
Approach Delay, s/veh		15.0			41.0			98.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.4	35.0		25.0		45.4						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	5.8	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	5.8	31.9		21.9		6.2						
Green Ext Time (p_c), s	0.1	0.0		0.0		1.9						

Intersection Summary	
HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	682	42	66	740	7	143	4	42	15	6	8
Future Volume (veh/h)	9	682	42	66	740	7	143	4	42	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	863	53	84	937	9	181	5	53	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	2130	131	432	2337	22	263	6	327	62	27	16
Arrive On Green	0.01	0.64	0.64	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3311	203	1734	3511	34	961	27	1543	76	127	75
Grp Volume(v), veh/h	11	451	465	84	462	484	186	0	53	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1785	1734	1730	1815	988	0	1543	278	0	0
Q Serve(g_s), s	0.3	15.1	15.1	2.0	0.0	0.0	0.0	0.0	3.4	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	15.1	15.1	2.0	0.0	0.0	22.9	0.0	3.4	23.6	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	459	1113	1148	432	1152	1208	268	0	327	104	0	0
V/C Ratio(X)	0.02	0.41	0.41	0.19	0.40	0.40	0.69	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	742	1113	1148	676	1152	1208	268	0	327	104	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	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	10.3	10.3	7.4	0.0	0.0	46.3	0.0	38.6	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	1.0	0.2	0.8	0.7	7.5	0.0	0.2	2.0	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	0.1	5.8	6.0	0.7	0.2	0.2	6.0	0.0	1.3	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	11.3	11.3	7.5	0.8	0.7	53.8	0.0	38.8	43.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		927			1030			239			37	
Approach Delay, s/veh		11.2			1.3			50.5			43.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	81.9		30.0	5.4	84.6		30.0
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 4	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	4.0	17.1		25.6	2.3	2.0		24.9
Green Ext Time (p_c), s	0.2	7.2		0.0	0.0	7.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	381	86	55	451	92	147	545	48	56	328	247
Future Volume (veh/h)	253	381	86	55	451	92	147	545	48	56	328	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	305	459	104	66	543	111	177	657	58	67	395	298
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	315	1289	290	85	935	190	204	952	84	86	788	351
Arrive On Green	0.36	0.92	0.92	0.02	0.11	0.11	0.12	0.30	0.30	0.05	0.23	0.23
Sat Flow, veh/h	1734	2806	631	1734	2863	583	1734	3217	284	1734	3460	1543
Grp Volume(v), veh/h	305	282	281	66	327	327	177	353	362	67	395	298
Grp Sat Flow(s),veh/h/ln	1734	1730	1707	1734	1730	1716	1734	1730	1770	1734	1730	1543
Q Serve(g_s), s	20.7	2.4	2.4	4.5	21.6	21.7	12.0	21.7	21.7	4.6	11.9	22.2
Cycle Q Clear(g_c), s	20.7	2.4	2.4	4.5	21.6	21.7	12.0	21.7	21.7	4.6	11.9	22.2
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	795	784	85	565	560	204	512	524	86	788	351
V/C Ratio(X)	0.97	0.35	0.36	0.78	0.58	0.58	0.87	0.69	0.69	0.78	0.50	0.85
Avail Cap(c_a), veh/h	315	795	784	243	565	560	272	512	524	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.93	0.93	0.93	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	2.7	2.7	58.4	45.7	45.8	52.0	37.4	37.4	56.4	40.4	44.3
Incr Delay (d2), s/veh	39.8	1.1	1.2	5.3	4.0	4.1	10.3	2.5	2.5	5.7	0.7	14.3
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	10.7	0.9	0.9	2.2	10.7	10.7	5.8	9.5	9.7	2.1	5.2	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	3.9	3.9	63.7	49.7	49.9	62.4	39.9	39.9	62.2	41.1	58.7
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		868			720			892			760	
Approach Delay, s/veh		29.8			51.1			44.4			49.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	59.7	18.3	31.9	26.0	43.8	10.1	40.1
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.5	4.4	14.0	24.2	22.7	23.7	6.6	23.7
Green Ext Time (p_c), s	0.0	5.4	0.1	3.1	0.0	2.5	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	367	33	21	451	116	39	96	30	18	64	78
Future Volume (veh/h)	77	367	33	21	451	116	39	96	30	18	64	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	103	489	44	28	601	155	52	128	40	24	85	104
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2225	200	35	1744	449	83	163	46	53	125	138
Arrive On Green	0.15	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3211	288	1734	2724	701	266	943	269	112	721	795
Grp Volume(v), veh/h	103	263	270	28	381	375	220	0	0	213	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1695	1477	0	0	1629	0	0
Q Serve(g_s), s	6.9	0.0	0.0	1.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	1.9	0.0	0.0	17.6	0.0	0.0	14.8	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	0.24		0.18	0.11		0.49
Lane Grp Cap(c), veh/h	126	1198	1226	35	1108	1085	293	0	0	315	0	0
V/C Ratio(X)	0.82	0.22	0.22	0.80	0.34	0.35	0.75	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	214	1198	1226	214	1108	1085	498	0	0	523	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.5	0.0	0.0	57.3	0.0	0.0	48.1	0.0	0.0	47.1	0.0	0.0
Incr Delay (d2), s/veh	11.3	0.4	0.4	28.9	0.7	0.8	3.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.1	1.1	0.2	0.2	6.7	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	0.4	0.4	86.3	0.7	0.8	52.0	0.0	0.0	49.6	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		636			784			220			213	
Approach Delay, s/veh		10.3			3.8			52.0			49.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.0		25.3	12.9	81.7		25.3
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.8	8.9	2.0		19.6
Green Ext Time (p_c), s	0.0	3.6		1.2	0.1	5.7		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	278	71	124	422	78	129	712	66	146	626	78
Future Volume (veh/h)	82	278	71	124	422	78	129	712	66	146	626	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	91	309	79	138	469	87	143	791	73	162	696	87
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1108	279	544	1231	227	170	870	80	189	978	436
Arrive On Green	0.09	0.81	0.81	0.06	0.42	0.42	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2738	689	1734	2917	538	1734	3203	295	1734	3460	1543
Grp Volume(v), veh/h	91	193	195	138	277	279	143	427	437	162	696	87
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1724	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.7	3.3	3.4	5.5	13.2	13.4	9.7	28.7	28.7	11.0	21.7	5.1
Cycle Q Clear(g_c), s	3.7	3.3	3.4	5.5	13.2	13.4	9.7	28.7	28.7	11.0	21.7	5.1
Prop In Lane	1.00		0.41	1.00		0.31	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	404	700	687	544	730	728	170	470	480	189	978	436
V/C Ratio(X)	0.23	0.28	0.28	0.25	0.38	0.38	0.84	0.91	0.91	0.86	0.71	0.20
Avail Cap(c_a), veh/h	568	700	687	677	730	728	315	492	502	315	983	439
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	7.1	7.1	18.5	23.9	23.9	53.2	42.3	42.3	52.5	38.6	32.7
Incr Delay (d2), s/veh	0.1	1.0	1.0	0.1	1.5	1.5	4.3	20.6	20.3	5.5	2.5	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	1.4	1.3	1.3	2.2	5.7	5.8	4.4	14.8	15.1	5.1	9.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	8.1	8.1	18.6	25.4	25.4	57.5	62.9	62.6	58.1	41.2	33.0
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		479			694			1007			945	
Approach Delay, s/veh		10.2			24.1			62.0			43.3	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	53.5	16.0	38.8	9.7	55.5	17.3	37.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	7.6	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.5	5.4	11.7	23.7	5.7	15.4	13.0	30.7
Green Ext Time (p_c), s	0.1	2.0	0.1	4.2	0.1	2.5	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	25
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	22	9	135	57	72	214	110	82	149	128	364
Future Vol, veh/h	17	22	9	135	57	72	214	110	82	149	128	364
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	24	10	148	63	79	235	121	90	164	141	400
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.8	14.6	15.3	36.5
HCM LOS	B	B	C	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	83%	0%	100%	0%
Vol Thru, %	0%	57%	0%	71%	17%	28%	0%	26%
Vol Right, %	0%	43%	0%	29%	0%	72%	0%	74%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	192	17	31	164	101	149	492
LT Vol	214	0	17	0	135	0	149	0
Through Vol	0	110	0	22	29	29	0	128
RT Vol	0	82	0	9	0	72	0	364
Lane Flow Rate	235	211	19	34	180	110	164	541
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.485	0.387	0.046	0.077	0.403	0.219	0.324	0.916
Departure Headway (Hd)	7.422	6.606	8.882	8.154	8.067	7.128	7.132	6.096
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	487	544	403	439	447	504	508	600
Service Time	5.164	4.347	6.637	5.909	5.808	4.869	4.832	3.796
HCM Lane V/C Ratio	0.483	0.388	0.047	0.077	0.403	0.218	0.323	0.902
HCM Control Delay	17	13.5	12.1	11.6	16.2	11.9	13.2	43.5
HCM Lane LOS	C	B	B	B	C	B	B	E
HCM 95th-tile Q	2.6	1.8	0.1	0.2	1.9	0.8	1.4	11.5

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	242	257	98	88	23
Future Vol, veh/h	29	242	257	98	88	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	285	302	115	104	27
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.9	9.8	10
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	0%	0%	0%	79%
Vol Thru, %	74%	100%	100%	47%	0%
Vol Right, %	0%	0%	0%	53%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	161	171	184	111
LT Vol	29	0	0	0	88
Through Vol	81	161	171	86	0
RT Vol	0	0	0	98	23
Lane Flow Rate	129	190	202	216	131
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.194	0.279	0.292	0.29	0.2
Departure Headway (Hd)	5.426	5.293	5.215	4.839	5.521
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	658	676	685	739	646
Service Time	3.187	3.053	2.97	2.594	3.59
HCM Lane V/C Ratio	0.196	0.281	0.295	0.292	0.203
HCM Control Delay	9.5	10.1	10.1	9.6	10
HCM Lane LOS	A	B	B	A	A
HCM 95th-tile Q	0.7	1.1	1.2	1.2	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	168	142	55	211	42	44	588	65	24	388	58
Future Volume (veh/h)	53	168	142	55	211	42	44	588	65	24	388	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	58	185	156	60	232	46	48	646	71	26	426	64
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	75	1005	799	77	1587	309	62	758	83	34	679	101
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.04	0.24	0.24	0.02	0.22	0.22
Sat Flow, veh/h	1734	1832	1457	1734	2887	563	1734	3144	345	1734	3019	451
Grp Volume(v), veh/h	58	174	167	60	137	141	48	355	362	26	243	247
Grp Sat Flow(s),veh/h/ln	1734	1730	1559	1734	1730	1720	1734	1730	1759	1734	1730	1740
Q Serve(g_s), s	4.0	6.1	6.5	4.1	4.7	4.8	3.3	23.5	23.6	1.8	15.2	15.4
Cycle Q Clear(g_c), s	4.0	6.1	6.5	4.1	4.7	4.8	3.3	23.5	23.6	1.8	15.2	15.4
Prop In Lane	1.00		0.93	1.00		0.33	1.00		0.20	1.00		0.26
Lane Grp Cap(c), veh/h	75	949	855	77	951	946	62	417	424	34	389	391
V/C Ratio(X)	0.78	0.18	0.20	0.78	0.14	0.15	0.78	0.85	0.85	0.78	0.62	0.63
Avail Cap(c_a), veh/h	228	949	855	228	951	946	272	525	534	272	525	528
HCM Platoon Ratio	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	0.63	0.63	0.63	0.82	0.82	0.82
Uniform Delay (d), s/veh	56.8	13.6	13.7	56.7	13.2	13.2	57.4	43.5	43.5	58.6	41.9	42.0
Incr Delay (d2), s/veh	15.7	0.4	0.5	15.3	0.3	0.3	12.3	6.9	6.9	26.2	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.5	2.4	2.1	1.9	1.9	1.7	10.8	11.0	1.0	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	14.0	14.2	72.0	13.5	13.6	69.7	50.4	50.4	84.7	43.3	43.4
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		399			338			765			516	
Approach Delay, s/veh		22.6			23.9			51.6			45.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	70.4	8.5	31.6	9.4	70.6	6.5	33.5
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.1	8.5	5.3	17.4	6.0	6.8	3.8	25.6
Green Ext Time (p_c), s	0.1	2.1	0.1	2.8	0.1	1.6	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

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

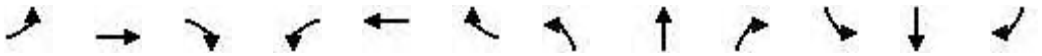
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	52	149	357	137	216
Future Vol, veh/h	76	52	149	357	137	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	58	166	397	152	240

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1001	272	392	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	269	767	1167	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	220	767	1167	-	-	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.6	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1167	-	220	767	-	-
HCM Lane V/C Ratio	0.142	-	0.384	0.075	-	-
HCM Control Delay (s)	8.6	0	31.2	10.1	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.7	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	536	40	32	804	223	106	203	21	52	61	39
Future Volume (veh/h)	0	536	40	32	804	223	106	203	21	52	61	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	589	44	35	884	245	116	223	23	57	67	43
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	567	42	43	1130	333	282	332	34	178	212	136
Arrive On Green	0.00	0.17	0.17	0.86	0.86	0.86	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	0	3355	243	101	2624	773	1283	1624	167	1134	1036	665
Grp Volume(v), veh/h	0	312	321	631	0	533	116	0	246	57	0	110
Grp Sat Flow(s),veh/h/ln	0	1730	1777	1816	0	1682	1283	0	1791	1134	0	1701
Q Serve(g_s), s	0.0	13.9	13.9	12.6	0.0	9.6	6.8	0.0	10.1	3.9	0.0	4.4
Cycle Q Clear(g_c), s	0.0	13.9	13.9	12.6	0.0	9.6	11.2	0.0	10.1	14.0	0.0	4.4
Prop In Lane	0.00		0.14	0.06		0.46	1.00		0.09	1.00		0.39
Lane Grp Cap(c), veh/h	0	301	309	782	0	724	282	0	366	178	0	348
V/C Ratio(X)	0.00	1.04	1.04	0.81	0.00	0.74	0.41	0.00	0.67	0.32	0.00	0.32
Avail Cap(c_a), veh/h	0	301	309	782	0	724	419	0	557	299	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)	0.00	1.00	1.00	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.1	4.0	0.0	3.8	31.8	0.0	29.4	35.8	0.0	27.1
Incr Delay (d2), s/veh	0.0	61.9	62.1	8.2	0.0	6.2	0.4	0.0	0.8	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.8	11.1	3.4	0.0	2.6	2.1	0.0	4.3	1.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	94.9	95.1	12.3	0.0	10.0	32.2	0.0	30.2	36.2	0.0	27.3
LnGrp LOS	A	F	F	B	A	B	C	A	C	D	A	C
Approach Vol, veh/h		633			1164			362			167	
Approach Delay, s/veh		95.0			11.2			30.8			30.3	
Approach LOS		F			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.6		21.4		19.0		21.4				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		14.6		16.0		15.9		13.2				
Green Ext Time (p_c), s		4.3		0.3		0.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			38.5									
HCM 6th LOS			D									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	385	140	257	593	0	0	0	0	297	3	470
Future Volume (veh/h)	0	385	140	257	593	0	0	0	0	297	3	470
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	438	159	292	674	0				226	0	656
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1674	583	369	2174	0				423	0	753
Arrive On Green	0.00	0.46	0.46	0.11	0.63	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	3803	1268	3365	3551	0				1734	0	3087
Grp Volume(v), veh/h	0	397	200	292	674	0				226	0	656
Grp Sat Flow(s),veh/h/ln	0	1657	1593	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	5.9	6.2	6.8	7.2	0.0				9.1	0.0	16.3
Cycle Q Clear(g_c), s	0.0	5.9	6.2	6.8	7.2	0.0				9.1	0.0	16.3
Prop In Lane	0.00		0.80	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1525	733	369	2174	0				423	0	753
V/C Ratio(X)	0.00	0.26	0.27	0.79	0.31	0.00				0.53	0.00	0.87
Avail Cap(c_a), veh/h	0	1525	733	379	2174	0				464	0	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.66	0.66	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.3	13.3	34.7	6.9	0.0				26.3	0.0	29.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	6.6	0.2	0.0				1.0	0.0	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	2.1	3.0	2.3	0.0				3.7	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.3	13.4	41.3	7.1	0.0				27.3	0.0	38.4
LnGrp LOS	A	B	B	D	A	A				C	A	D
Approach Vol, veh/h		597			966						882	
Approach Delay, s/veh		13.3			17.5						35.6	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	55.4	24.6	13.5	41.9
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	9.2	18.3	8.8	8.2
Green Ext Time (p_c), s	3.4	1.2	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	489	0	0	507	326	351	28	391	0	0	0
Future Volume (veh/h)	287	489	0	0	507	326	351	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	305	520	0	0	539	347	521	0	280			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	350	1911	0	0	708	455	818	0	364			
Arrive On Green	0.10	0.55	0.00	0.00	0.35	0.35	0.24	0.00	0.24			
Sat Flow, veh/h	3365	3551	0	0	2110	1299	3469	0	1543			
Grp Volume(v), veh/h	305	520	0	0	462	424	521	0	280			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1587	1734	0	1543			
Q Serve(g_s), s	4.3	3.8	0.0	0.0	11.4	11.4	6.5	0.0	8.1			
Cycle Q Clear(g_c), s	4.3	3.8	0.0	0.0	11.4	11.4	6.5	0.0	8.1			
Prop In Lane	1.00		0.00	0.00		0.82	1.00		1.00			
Lane Grp Cap(c), veh/h	350	1911	0	0	606	556	818	0	364			
V/C Ratio(X)	0.87	0.27	0.00	0.00	0.76	0.76	0.64	0.00	0.77			
Avail Cap(c_a), veh/h	350	2647	0	0	975	894	1298	0	578			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.2	5.7	0.0	0.0	13.8	13.8	16.5	0.0	17.2			
Incr Delay (d2), s/veh	19.9	0.0	0.0	0.0	0.8	0.8	0.3	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	1.0	0.0	0.0	3.8	3.5	2.3	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	5.7	0.0	0.0	14.6	14.7	16.8	0.0	18.5			
LnGrp LOS	D	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		825			886			801				
Approach Delay, s/veh		18.8			14.6			17.4				
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	22.0		16.4		31.7			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s*	5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	6.3	13.4		10.1		5.8			
Green Ext Time (p_c), s	0.0	3.5		1.2		2.5			

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	688	4	18	569	62	23	7	12	68	7	135
Future Volume (veh/h)	67	688	4	18	569	62	23	7	12	68	7	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	76	782	5	20	647	70	26	8	14	77	8	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	2304	15	30	1936	209	52	18	31	188	8	160
Arrive On Green	0.06	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3525	23	1734	3150	340	1734	594	1040	1734	77	1478
Grp Volume(v), veh/h	76	384	403	20	355	362	26	0	22	77	0	161
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1760	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.2	9.5	9.5	1.1	0.0	0.0	1.4	0.0	1.3	4.0	0.0	9.9
Cycle Q Clear(g_c), s	4.2	9.5	9.5	1.1	0.0	0.0	1.4	0.0	1.3	4.0	0.0	9.9
Prop In Lane	1.00		0.01	1.00		0.19	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	98	1131	1188	30	1063	1082	52	0	49	188	0	168
V/C Ratio(X)	0.78	0.34	0.34	0.67	0.33	0.33	0.50	0.00	0.45	0.41	0.00	0.96
Avail Cap(c_a), veh/h	267	1131	1188	267	1063	1082	441	0	415	188	0	168
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	7.4	7.4	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.6
Incr Delay (d2), s/veh	11.8	0.8	0.7	22.3	0.8	0.8	7.2	0.0	6.3	1.4	0.0	56.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.4	3.5	0.6	0.2	0.2	0.7	0.0	0.6	1.8	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	8.2	8.1	68.3	0.8	0.8	53.0	0.0	52.0	41.4	0.0	98.7
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		863			737			48			238	
Approach Delay, s/veh		12.4			2.6			52.6			80.2	
Approach LOS		B			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	67.7		15.0	9.6	63.9		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.1	11.5		11.9	6.2	2.0		3.4
Green Ext Time (p_c), s	0.0	4.6		0.0	0.1	4.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	731	19	6	542	34	21	12	22	22	20	36
Future Volume (veh/h)	20	731	19	6	542	34	21	12	22	22	20	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	23	831	22	7	616	39	24	14	25	25	23	41
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	919	24	726	2226	141	30	18	32	32	30	53
Arrive On Green	0.04	0.53	0.53	0.42	0.67	0.67	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3444	91	1734	3305	209	636	371	663	466	429	765
Grp Volume(v), veh/h	23	417	436	7	322	333	63	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1805	1734	1730	1784	1670	0	0	1660	0	0
Q Serve(g_s), s	1.3	20.9	20.9	0.2	7.2	7.2	3.6	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	1.3	20.9	20.9	0.2	7.2	7.2	3.6	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.38		0.40	0.28		0.46
Lane Grp Cap(c), veh/h	33	462	482	726	1165	1201	80	0	0	114	0	0
V/C Ratio(X)	0.69	0.90	0.90	0.01	0.28	0.28	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	528	726	1165	1201	181	0	0	422	0	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)	0.94	0.94	0.94	0.94	0.94	0.94	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.3	21.3	16.3	6.3	6.3	45.2	0.0	0.0	44.0	0.0	0.0
Incr Delay (d2), s/veh	8.7	22.6	21.9	0.0	0.6	0.5	6.4	0.0	0.0	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.3	8.5	0.1	2.5	2.6	1.6	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	43.9	43.2	16.3	6.8	6.8	51.6	0.0	0.0	48.2	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		876			662			63			89	
Approach Delay, s/veh		43.8			6.9			51.6			48.2	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	30.5		11.2	6.0	69.6		9.2				
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	14.8	* 28		24.4	* 15	28.1		10.4				
Max Q Clear Time (g_c+I1), s	12.2	22.9		7.1	3.3	9.2		5.6				
Green Ext Time (p_c), s	0.0	2.8		0.2	0.0	4.8		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	455	104	149	347	101	157	540	162	81	445	106
Future Volume (veh/h)	138	455	104	149	347	101	157	540	162	81	445	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	155	511	117	167	390	113	176	607	182	91	500	119
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	215	1834	818	225	1415	405	235	731	429	143	637	383
Arrive On Green	0.06	0.53	0.53	0.13	1.00	1.00	0.14	0.42	0.42	0.04	0.18	0.18
Sat Flow, veh/h	3365	3460	1543	3365	2654	760	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	155	511	117	167	253	250	176	607	182	91	500	119
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1684	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.4	9.8	4.6	5.7	0.0	0.0	6.0	18.7	9.8	3.2	16.5	7.5
Cycle Q Clear(g_c), s	5.4	9.8	4.6	5.7	0.0	0.0	6.0	18.7	9.8	3.2	16.5	7.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1834	818	225	922	898	235	731	429	143	637	383
V/C Ratio(X)	0.72	0.28	0.14	0.74	0.27	0.28	0.75	0.83	0.42	0.64	0.79	0.31
Avail Cap(c_a), veh/h	471	1834	818	471	922	898	499	1078	584	471	1050	567
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.90	0.90	0.90	0.77	0.77	0.77	0.79	0.79	0.79
Uniform Delay (d), s/veh	55.1	15.5	14.3	51.0	0.0	0.0	50.6	32.7	25.5	56.5	46.7	36.8
Incr Delay (d2), s/veh	4.2	0.4	0.3	4.3	0.7	0.7	3.7	2.8	0.5	3.7	1.7	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	2.4	3.9	1.7	2.4	0.2	0.2	2.5	6.6	3.2	1.4	7.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	15.9	14.7	55.3	0.7	0.7	54.3	35.5	26.0	60.2	48.4	37.1
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	D
Approach Vol, veh/h		783			670			965			710	
Approach Delay, s/veh		24.3			14.3			37.2			48.0	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	68.5	12.6	26.7	11.9	68.9	9.3	30.0
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.7	11.8	8.0	18.5	7.4	2.0	5.2	20.7
Green Ext Time (p_c), s	0.3	3.7	0.4	3.5	0.3	3.3	0.2	4.4

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	557	11	16	590	128	21	40	27	120	40	77
Future Volume (veh/h)	79	557	11	16	590	128	21	40	27	120	40	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	696	14	20	738	160	26	50	34	150	50	96
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	680	2247	1002	28	756	164	34	152	129	177	302	256
Arrive On Green	0.78	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.17	0.17
Sat Flow, veh/h	1734	3460	1543	1734	2828	613	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	99	696	14	20	451	447	26	50	34	150	50	96
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1711	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.7	0.0	0.0	1.4	31.2	31.2	1.8	3.1	2.5	10.2	2.8	2.9
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.4	31.2	31.2	1.8	3.1	2.5	10.2	2.8	2.9
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	680	2247	1002	28	463	458	34	152	129	177	302	256
V/C Ratio(X)	0.15	0.31	0.01	0.71	0.98	0.98	0.78	0.33	0.26	0.85	0.17	0.37
Avail Cap(c_a), veh/h	680	2247	1002	228	463	458	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	59.4	54.3	54.3	58.6	51.8	51.6	53.0	42.9	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.3	31.6	31.9	30.8	1.3	1.1	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	18.6	18.4	1.1	1.5	1.0	4.7	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	0.3	0.0	68.7	85.9	86.2	89.4	53.1	52.6	57.2	43.2	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		809			918			110			296	
Approach Delay, s/veh		1.3			85.7			61.5			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	82.8	6.5	24.5	52.0	37.0	16.4	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.4	2.0	3.8	4.9	3.7	33.2	12.2	5.1
Green Ext Time (p_c), s	0.0	6.7	0.0	0.6	0.1	0.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	423	90	80	518	130	136	682	55	133	608	127
Future Volume (veh/h)	169	423	90	80	518	130	136	682	55	133	608	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	186	465	99	88	569	143	149	749	60	146	668	140
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	249	1247	264	139	1113	279	176	871	70	173	923	412
Arrive On Green	0.02	0.14	0.14	0.04	0.41	0.41	0.10	0.27	0.27	0.10	0.27	0.27
Sat Flow, veh/h	3365	2842	601	3365	2741	687	1734	3245	260	1734	3460	1543
Grp Volume(v), veh/h	186	282	282	88	359	353	149	399	410	146	668	140
Grp Sat Flow(s),veh/h/ln	1682	1730	1713	1682	1730	1698	1734	1730	1774	1734	1730	1543
Q Serve(g_s), s	6.6	17.7	17.9	3.1	18.6	18.7	10.1	26.3	26.4	9.9	21.1	8.8
Cycle Q Clear(g_c), s	6.6	17.7	17.9	3.1	18.6	18.7	10.1	26.3	26.4	9.9	21.1	8.8
Prop In Lane	1.00		0.35	1.00		0.40	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	249	759	752	139	703	689	176	465	476	173	923	412
V/C Ratio(X)	0.75	0.37	0.38	0.63	0.51	0.51	0.85	0.86	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	759	752	443	703	689	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	36.3	36.4	56.6	26.7	26.7	53.0	41.7	41.7	53.1	40.0	35.5
Incr Delay (d2), s/veh	4.2	1.3	1.3	4.7	2.6	2.7	20.0	10.5	10.3	19.3	1.7	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	3.0	8.5	8.5	1.4	8.1	8.0	5.4	12.4	12.7	5.2	9.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	37.7	37.8	61.3	29.3	29.4	73.0	52.2	52.0	72.4	41.7	36.0
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		750			800			958			954	
Approach Delay, s/veh		43.6			32.9			55.4			45.5	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	57.6	16.4	36.9	13.1	53.6	16.2	37.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.1	19.9	12.1	23.1	8.6	20.7	11.9	28.4
Green Ext Time (p_c), s	0.1	2.4	0.1	4.6	0.3	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	37	45	329	409	10
Future Volume (veh/h)	4	37	45	329	409	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	4	40	49	358	455	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	708	74	538	841	374
Arrive On Green	0.00	0.39	0.39	0.39	0.24	0.00
Sat Flow, veh/h	0	1821	189	1383	3469	1543
Grp Volume(v), veh/h	0	40	0	407	455	0
Grp Sat Flow(s),veh/h/ln	0	1821	0	1572	1734	1543
Q Serve(g_s), s	0.0	0.3	0.0	5.2	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.0	5.2	2.8	0.0
Prop In Lane	0.00			0.88	1.00	1.00
Lane Grp Cap(c), veh/h	0	708	0	611	841	374
V/C Ratio(X)	0.00	0.06	0.00	0.67	0.54	0.00
Avail Cap(c_a), veh/h	0	3201	0	1314	2573	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.7	0.0	6.2	8.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.9	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.7	0.0	7.4	8.6	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h		40	407		455	
Approach Delay, s/veh		4.7	7.4		8.6	
Approach LOS		A	A		A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	14.0		10.4	0.0	14.0
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	42.9		18.1	18.0	20.4
Max Q Clear Time (g_c+I1), s	2.3		4.8	0.0	7.2
Green Ext Time (p_c), s	0.2		1.4	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	164.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	533	151	363	306	121	137	232	288	26	100	7
Future Vol, veh/h	6	533	151	363	306	121	137	232	288	26	100	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	599	170	408	344	136	154	261	324	29	112	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	128.7	91.6	318	24.8
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	45%	0%	100%	54%	0%	100%	46%	0%	93%
Vol Right, %	0%	55%	0%	0%	46%	0%	0%	54%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	520	6	355	329	363	204	223	26	107
LT Vol	137	0	6	0	0	363	0	0	26	0
Through Vol	0	232	0	355	178	0	204	102	0	100
RT Vol	0	288	0	0	151	0	0	121	0	7
Lane Flow Rate	154	584	7	399	369	408	229	251	29	120
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.509	1.789	0.021	1.186	1.065	1.214	0.651	0.685	0.106	0.419
Departure Headway (Hd)	12.675	11.766	13.25	12.72	12.379	12.326	11.796	11.394	14.453	13.882
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	286	316	272	287	295	298	309	321	249	261
Service Time	10.375	9.466	10.95	10.42	10.079	10.026	9.496	9.094	12.153	11.582
HCM Lane V/C Ratio	0.538	1.848	0.026	1.39	1.251	1.369	0.741	0.782	0.116	0.46
HCM Control Delay	27.8	394.4	16.2	149.7	108.1	158.3	34.1	35.6	18.9	26.2
HCM Lane LOS	D	F	C	F	F	F	D	E	C	D
HCM 95th-tile Q	2.7	35.9	0.1	15	12	16.1	4.2	4.7	0.4	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	640	173	222	536	0	0	0	0	321	0	274
Future Volume (veh/h)	0	640	173	222	536	0	0	0	0	321	0	274
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	719	194	249	602	0				361	0	308
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1356	361	154	1854	0				436	0	388
Arrive On Green	0.00	0.35	0.35	0.09	0.54	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	4071	1041	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	609	304	249	602	0				361	0	308
Grp Sat Flow(s),veh/h/ln	0	1657	1634	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	8.4	8.6	5.1	5.6	0.0				11.3	0.0	10.7
Cycle Q Clear(g_c), s	0.0	8.4	8.6	5.1	5.6	0.0				11.3	0.0	10.7
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1151	567	154	1854	0				436	0	388
V/C Ratio(X)	0.00	0.53	0.54	1.61	0.32	0.00				0.83	0.00	0.79
Avail Cap(c_a), veh/h	0	1765	870	154	2495	0				500	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	26.1	7.5	0.0				20.3	0.0	20.1
Incr Delay (d2), s/veh	0.0	0.6	1.4	303.3	0.2	0.0				10.0	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.0	15.0	1.7	0.0				5.3	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.6	16.4	329.4	7.6	0.0				30.3	0.0	28.6
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		913			851						669	
Approach Delay, s/veh		15.8			101.8						29.5	
Approach LOS		B			F						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	36.8	20.5	10.8	26.0
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	7.6	13.3	7.1	10.6
Green Ext Time (p_c), s	7.6	1.1	0.0	9.3

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	681	0	0	604	449	169	3	351	0	0	0
Future Volume (veh/h)	308	681	0	0	604	449	169	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	338	748	0	0	664	493	186	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	137	1923	0	0	737	545	436	7	394			
Arrive On Green	0.08	0.56	0.00	0.00	0.39	0.39	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1988	1402	1708	28	1543			
Grp Volume(v), veh/h	338	748	0	0	605	552	189	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1569	1736	0	1543			
Q Serve(g_s), s	5.1	7.9	0.0	0.0	21.3	21.4	5.9	0.0	16.0			
Cycle Q Clear(g_c), s	5.1	7.9	0.0	0.0	21.3	21.4	5.9	0.0	16.0			
Prop In Lane	1.00		0.00	0.00		0.89	0.98		1.00			
Lane Grp Cap(c), veh/h	137	1923	0	0	673	610	443	0	394			
V/C Ratio(X)	2.47	0.39	0.00	0.00	0.90	0.90	0.43	0.00	0.98			
Avail Cap(c_a), veh/h	137	1944	0	0	683	619	443	0	394			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.8	8.1	0.0	0.0	18.6	18.6	20.1	0.0	23.9			
Incr Delay (d2), s/veh	682.6	0.2	0.0	0.0	15.4	17.2	0.2	0.0	39.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	28.0	2.5	0.0	0.0	10.4	9.8	2.3	0.0	9.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	712.3	8.4	0.0	0.0	34.0	35.8	20.3	0.0	63.5			
LnGrp LOS	F	A	A	A	C	D	C	A	E			
Approach Vol, veh/h		1086			1157			575				
Approach Delay, s/veh		227.5			34.9			49.3				
Approach LOS		F			C			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	31.2		22.6		42.0			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	7.1	23.4		18.0		9.9			
Green Ext Time (p_c), s	0.0	1.7		0.0		9.0			

Intersection Summary	
HCM 6th Ctrl Delay	112.0
HCM 6th LOS	F

Notes

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

Intersection	
Intersection Delay, s/veh	28.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	729	16	11	707	7	123	24	9	19	14	31
Future Vol, veh/h	43	729	16	11	707	7	123	24	9	19	14	31
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	810	18	12	786	8	137	27	10	21	16	34
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	33.6	28.2	14.7	12.1
HCM LOS	D	D	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	11%	0%	3%	0%	30%
Vol Thru, %	15%	89%	96%	97%	98%	22%
Vol Right, %	6%	0%	4%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	408	381	365	361	64
LT Vol	123	43	0	11	0	19
Through Vol	24	365	365	354	354	14
RT Vol	9	0	16	0	7	31
Lane Flow Rate	173	453	423	405	401	71
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.36	0.85	0.784	0.765	0.754	0.151
Departure Headway (Hd)	7.473	6.757	6.673	6.804	6.775	7.622
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	534	537	527	529	468
Service Time	5.544	4.553	4.469	4.604	4.575	5.715
HCM Lane V/C Ratio	0.36	0.848	0.788	0.769	0.758	0.152
HCM Control Delay	14.7	37.1	29.8	28.6	27.7	12.1
HCM Lane LOS	B	E	D	D	D	B
HCM 95th-tile Q	1.6	8.9	7.2	6.8	6.5	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	551	260	47	457	41	150	614	56	45	551	83
Future Volume (veh/h)	116	551	260	47	457	41	150	614	56	45	551	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	130	619	292	53	513	46	169	690	63	51	619	93
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	156	616	291	68	704	63	196	999	91	398	1492	665
Arrive On Green	0.09	0.27	0.27	0.04	0.22	0.22	0.11	0.31	0.31	0.30	0.57	0.57
Sat Flow, veh/h	1734	2282	1076	1734	3212	287	1734	3206	292	1734	3460	1543
Grp Volume(v), veh/h	130	469	442	53	276	283	169	372	381	51	619	93
Grp Sat Flow(s),veh/h/ln	1734	1730	1627	1734	1730	1769	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	8.8	32.4	32.4	3.6	17.8	17.9	11.5	22.6	22.7	2.6	12.0	3.4
Cycle Q Clear(g_c), s	8.8	32.4	32.4	3.6	17.8	17.9	11.5	22.6	22.7	2.6	12.0	3.4
Prop In Lane	1.00		0.66	1.00		0.16	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	156	467	439	68	379	388	196	539	551	398	1492	665
V/C Ratio(X)	0.83	1.00	1.01	0.78	0.73	0.73	0.86	0.69	0.69	0.13	0.41	0.14
Avail Cap(c_a), veh/h	243	467	439	243	467	478	286	539	551	398	1492	665
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.7	43.8	43.8	57.1	43.5	43.5	52.3	36.2	36.2	33.0	17.1	15.3
Incr Delay (d2), s/veh	7.7	42.8	44.2	7.1	4.3	4.4	11.9	7.1	7.0	0.0	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	19.3	18.3	1.7	8.0	8.3	5.6	10.6	10.8	1.1	4.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	86.6	88.0	64.2	47.9	47.9	64.2	43.3	43.2	33.1	17.8	15.6
LnGrp LOS	E	F	F	E	D	D	E	D	D	C	B	B
Approach Vol, veh/h		1041			612			922			763	
Approach Delay, s/veh		84.1			49.3			47.1			18.5	
Approach LOS		F			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	37.0	17.8	56.3	15.0	30.9	32.1	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 13	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	5.6	34.4	13.5	14.0	10.8	19.9	4.6	24.7
Green Ext Time (p_c), s	0.0	0.0	0.1	5.3	0.1	2.7	0.0	4.5

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

Notes

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

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	331	207	183	206	177
Future Vol, veh/h	177	331	207	183	206	177
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	372	233	206	231	199
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	12.3	15.5	17
HCM LOS	B	C	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	183	177	166	166	206	177
LT Vol	0	0	177	0	0	206	0
Through Vol	207	0	0	0	0	0	177
RT Vol	0	183	0	166	166	0	0
Lane Flow Rate	233	206	199	186	186	231	199
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.482	0.386	0.42	0.33	0.239	0.509	0.409
Departure Headway (Hd)	7.467	6.752	7.606	6.384	4.619	7.914	7.405
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	533	475	567	783	456	487
Service Time	5.208	4.493	5.306	4.084	2.319	5.656	5.146
HCM Lane V/C Ratio	0.481	0.386	0.419	0.328	0.238	0.507	0.409
HCM Control Delay	17	13.7	15.7	12.2	8.8	18.6	15.2
HCM Lane LOS	C	B	C	B	A	C	C
HCM 95th-tile Q	2.6	1.8	2	1.4	0.9	2.8	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	186	131	91	325	2	184	16	173	4	14	7
Future Volume (veh/h)	35	186	131	91	325	2	184	16	173	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	262	185	128	458	3	259	23	244	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	752	336	177	935	6	580	34	448	152	320	135
Arrive On Green	0.05	0.22	0.22	0.10	0.27	0.27	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1734	3460	1543	1734	3524	23	1309	116	1543	106	1100	464
Grp Volume(v), veh/h	49	262	185	128	225	236	282	0	244	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1817	1425	0	1543	1670	0	0
Q Serve(g_s), s	1.0	2.2	3.7	2.5	3.8	3.8	5.5	0.0	4.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	2.2	3.7	2.5	3.8	3.8	6.0	0.0	4.6	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.92		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	94	752	336	177	459	482	613	0	448	606	0	0
V/C Ratio(X)	0.52	0.35	0.55	0.72	0.49	0.49	0.46	0.00	0.54	0.06	0.00	0.00
Avail Cap(c_a), veh/h	301	1799	802	426	1024	1076	1017	0	891	1059	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	11.5	12.0	15.1	10.7	10.7	10.8	0.0	10.4	8.9	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.3	1.4	5.5	0.8	0.8	0.5	0.0	1.0	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	0.4	0.7	1.1	1.1	1.2	1.2	1.5	0.0	1.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	11.7	13.5	20.5	11.5	11.5	11.3	0.0	11.4	8.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	B	A	A	A
Approach Vol, veh/h		496			589			526			36	
Approach Delay, s/veh		13.2			13.5			11.4			8.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.6	8.0	12.0	14.6	6.4	13.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	8.0	4.5	5.7	2.5	3.0	5.8
Green Ext Time (p_c), s	2.1	0.1	1.8	0.1	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	43	51	22	11	14
Future Vol, veh/h	86	43	51	22	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	47	55	24	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	251	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	738	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	709	935
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	1443	-
HCM Lane V/C Ratio	0.033	-	-	0.038	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	43	51	114	11	15
Future Vol, veh/h	70	43	51	114	11	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	47	55	124	12	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	334	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	661	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	635	956
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1464	-
HCM Lane V/C Ratio	0.036	-	-	0.038	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	43	60	103	11	17
Future Vol, veh/h	29	43	60	103	11	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	47	65	112	12	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	298	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	693	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	661	1011
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	837	-	-	1519	-
HCM Lane V/C Ratio	0.036	-	-	0.043	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	528	612	439	135	11
Future Vol, veh/h	43	528	612	439	135	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	574	665	477	147	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1142	0	-	0	1285	571
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	608	-	-	-	156	464
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	608	-	-	-	~ 144	464
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	660	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	34.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	608	-	-	-	255	464
HCM Lane V/C Ratio	0.077	-	-	-	0.575	0.026
HCM Control Delay (s)	11.4	-	-	-	36.6	13
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	3.3	0.1

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

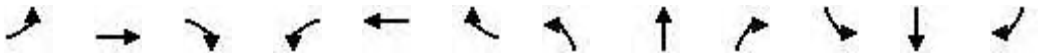
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	570	1004	188	0	47
Future Vol, veh/h	0	570	1004	188	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	620	1091	204	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	648
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	413
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	413
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	413
HCM Lane V/C Ratio	-	-	-	0.124
HCM Control Delay (s)	-	-	-	14.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	119	61	77	184	179	86	103	137	127	65	23
Future Volume (veh/h)	29	119	61	77	184	179	86	103	137	127	65	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	32	129	66	84	200	195	93	112	149	138	71	25
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	64	311	264	130	361	322	138	155	207	174	309	109
Arrive On Green	0.04	0.17	0.17	0.07	0.21	0.21	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	709	943	1734	1287	453
Grp Volume(v), veh/h	32	129	66	84	200	195	93	0	261	138	0	96
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1651	1734	0	1740
Q Serve(g_s), s	0.7	2.6	1.5	2.0	4.3	4.7	2.2	0.0	6.1	3.2	0.0	1.8
Cycle Q Clear(g_c), s	0.7	2.6	1.5	2.0	4.3	4.7	2.2	0.0	6.1	3.2	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.26
Lane Grp Cap(c), veh/h	64	311	264	130	361	322	138	0	362	174	0	418
V/C Ratio(X)	0.50	0.41	0.25	0.65	0.55	0.61	0.68	0.00	0.72	0.79	0.00	0.23
Avail Cap(c_a), veh/h	209	835	708	209	794	708	209	0	718	209	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	15.3	14.9	18.6	14.7	14.8	18.6	0.0	15.0	18.2	0.0	12.7
Incr Delay (d2), s/veh	5.8	0.9	0.5	5.3	1.3	1.8	5.7	0.0	2.7	15.8	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	0.4	1.0	0.5	0.9	1.5	1.6	1.0	0.0	2.2	1.9	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	16.2	15.4	24.0	16.0	16.7	24.2	0.0	17.7	34.0	0.0	12.9
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		227			479			354			234	
Approach Delay, s/veh		17.2			17.7			19.4			25.4	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	11.6	7.8	14.5	6.0	13.1	8.7	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	4.0	4.6	4.2	3.8	2.7	6.7	5.2	8.1
Green Ext Time (p_c), s	0.0	0.7	0.0	0.3	0.0	1.9	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	230	86	232	58	22	173
Future Volume (veh/h)	230	86	232	58	22	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	250	93	252	63	24	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	385	342	602	148	53	1472
Arrive On Green	0.22	0.22	0.22	0.22	0.03	0.43
Sat Flow, veh/h	1734	1543	2845	675	1734	3551
Grp Volume(v), veh/h	250	93	156	159	24	188
Grp Sat Flow(s),veh/h/ln	1734	1543	1730	1700	1734	1730
Q Serve(g_s), s	3.3	1.3	2.0	2.1	0.3	0.8
Cycle Q Clear(g_c), s	3.3	1.3	2.0	2.1	0.3	0.8
Prop In Lane	1.00	1.00		0.40	1.00	
Lane Grp Cap(c), veh/h	385	342	378	372	53	1472
V/C Ratio(X)	0.65	0.27	0.41	0.43	0.45	0.13
Avail Cap(c_a), veh/h	1223	1088	1254	1232	340	3796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	8.2	8.6	8.6	12.2	4.5
Incr Delay (d2), s/veh	1.9	0.4	0.7	0.8	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.3	0.5	0.5	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	8.6	9.3	9.4	18.0	4.5
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	343		315			212
Approach Delay, s/veh	10.3		9.3			6.0
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.3	10.1			15.4	10.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.8	18.5			28.0	18.0
Max Q Clear Time (g_c+I1), s	2.3	4.1			2.8	5.3
Green Ext Time (p_c), s	0.0	1.5			1.1	0.9

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	462	397	58	230	29
Future Volume (veh/h)	7	462	397	58	230	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	8	502	432	63	250	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	19	1596	959	428	648	297
Arrive On Green	0.01	0.46	0.28	0.28	0.19	0.19
Sat Flow, veh/h	1734	3551	3551	1543	3365	1543
Grp Volume(v), veh/h	8	502	432	63	250	32
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1682	1543
Q Serve(g_s), s	0.1	2.4	2.7	0.8	1.7	0.4
Cycle Q Clear(g_c), s	0.1	2.4	2.7	0.8	1.7	0.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	19	1596	959	428	648	297
V/C Ratio(X)	0.43	0.31	0.45	0.15	0.39	0.11
Avail Cap(c_a), veh/h	334	2397	2397	1069	2331	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	4.4	7.8	7.1	9.2	8.7
Incr Delay (d2), s/veh	14.7	0.1	0.3	0.2	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.6	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.4	4.5	8.1	7.2	9.5	8.8
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h		510	495		282	
Approach Delay, s/veh		4.9	8.0		9.4	
Approach LOS		A	A		A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.5		9.5	4.8	11.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.0		18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s		4.4		3.7	2.1	4.7
Green Ext Time (p_c), s		2.8		0.8	0.0	2.5

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	0	181	163	0	45
Future Vol, veh/h	41	0	181	163	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	0	197	177	0	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	616	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	454	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	390	1025
Mov Cap-2 Maneuver	-	-	-	-	390	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	486	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1563	-
HCM Lane V/C Ratio	0.048	-	-	0.126	-
HCM Control Delay (s)	8.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	303	720	321	0	80
Future Vol, veh/h	0	303	720	321	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	329	783	349	0	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	566
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	467
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	467
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	467
HCM Lane V/C Ratio	-	-	-	0.186
HCM Control Delay (s)	-	-	-	14.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	104	16	65	66	28	11	0	569	795	607	24
Future Volume (veh/h)	0	104	16	65	66	28	11	0	569	795	607	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	108	17	68	69	29	11	0	593	742	752	25
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	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	0	649	290	227	160	67	0	0	0	779	787	26
Arrive On Green	0.00	0.19	0.19	0.13	0.13	0.13	0.00	0.00	0.00	0.45	0.45	0.45
Sat Flow, veh/h	0	3551	1543	1734	1217	512		0		1734	1752	58
Grp Volume(v), veh/h	0	108	17	68	0	98		0.0		742	0	777
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	0	1729				1734	0	1811
Q Serve(g_s), s	0.0	1.9	0.7	2.6	0.0	3.8				30.4	0.0	30.5
Cycle Q Clear(g_c), s	0.0	1.9	0.7	2.6	0.0	3.8				30.4	0.0	30.5
Prop In Lane	0.00		1.00	1.00		0.30				1.00		0.03
Lane Grp Cap(c), veh/h	0	649	290	227	0	227				779	0	814
V/C Ratio(X)	0.00	0.17	0.06	0.30	0.00	0.43				0.95	0.00	0.96
Avail Cap(c_a), veh/h	0	1403	626	576	0	574				788	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.1	24.6	29.0	0.0	29.5				19.5	0.0	19.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.5				20.8	0.0	20.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.2	1.1	0.0	1.6				15.4	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	24.6	29.2	0.0	30.0				40.4	0.0	40.4
LnGrp LOS	A	C	C	C	A	C				D	A	D
Approach Vol, veh/h		125			166						1519	
Approach Delay, s/veh		25.1			29.7						40.4	
Approach LOS		C			C						D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		18.9		39.6		15.2						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		3.9		32.5		5.8						
Green Ext Time (p_c), s		0.4		0.6		0.4						

Intersection Summary		
HCM 6th Ctrl Delay		38.3
HCM 6th LOS		D

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	965	0	0	497	403	31	3	358	0	0	0
Future Volume (veh/h)	320	965	0	0	497	403	31	3	358	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	372	1122	0	0	578	469	0	0	457			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	484	2245	0	0	775	628	0	331	561			
Arrive On Green	0.14	0.65	0.00	0.00	0.43	0.43	0.00	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1906	1471	0	1821	3087			
Grp Volume(v), veh/h	372	1122	0	0	551	496	0	0	457			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1556	0	1821	1543			
Q Serve(g_s), s	6.4	10.1	0.0	0.0	16.1	16.1	0.0	0.0	8.6			
Cycle Q Clear(g_c), s	6.4	10.1	0.0	0.0	16.1	16.1	0.0	0.0	8.6			
Prop In Lane	1.00		0.00	0.00		0.95	0.00		1.00			
Lane Grp Cap(c), veh/h	484	2245	0	0	738	664	0	331	561			
V/C Ratio(X)	0.77	0.50	0.00	0.00	0.75	0.75	0.00	0.00	0.82			
Avail Cap(c_a), veh/h	1696	2245	0	0	860	774	0	603	1022			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	24.8	5.5	0.0	0.0	14.5	14.5	0.0	0.0	23.6			
Incr Delay (d2), s/veh	1.0	0.1	0.0	0.0	3.8	4.2	0.0	0.0	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			
%ile BackOfQ(50%),veh/ln	2.5	2.5	0.0	0.0	6.2	5.6	0.0	0.0	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	5.6	0.0	0.0	18.3	18.7	0.0	0.0	24.7			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1494			1047			457				
Approach Delay, s/veh		10.6			18.5			24.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	13.3	30.8		16.0		44.1			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 8	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	8.4	18.1		10.6		12.1			
Green Ext Time (p_c), s	0.3	7.5		0.4		5.5			

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	993	89	49	714	19	106	2	32	12	8	7
Future Volume (veh/h)	15	993	89	49	714	19	106	2	32	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1257	113	62	904	24	134	3	41	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	441	2215	199	297	2418	64	210	3	276	53	33	17
Arrive On Green	0.02	0.69	0.69	0.03	0.70	0.70	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1734	3211	288	1734	3443	91	870	19	1543	71	186	93
Grp Volume(v), veh/h	19	676	694	62	454	474	137	0	41	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1805	889	0	1543	350	0	0
Q Serve(g_s), s	0.4	25.8	26.0	1.4	13.8	13.8	0.0	0.0	2.9	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	25.8	26.0	1.4	13.8	13.8	20.8	0.0	2.9	21.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	441	1194	1221	297	1215	1267	214	0	276	102	0	0
V/C Ratio(X)	0.04	0.57	0.57	0.21	0.37	0.37	0.64	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	626	1194	1221	460	1215	1267	291	0	361	186	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	10.3	10.3	8.5	7.8	7.8	52.4	0.0	45.0	46.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	1.6	0.3	0.7	0.6	3.2	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.8	10.1	0.5	5.1	5.3	4.6	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	11.9	11.9	8.7	8.5	8.4	55.6	0.0	45.3	47.9	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1389			990			178			34	
Approach Delay, s/veh		11.8			8.5			53.2			47.9	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	94.4		27.8	6.2	96.0		27.8
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.4	28.0		23.2	2.4	15.8		22.8
Green Ext Time (p_c), s	0.1	13.6		0.0	0.0	7.4		0.5

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	493	256	76	337	91	150	386	67	62	436	287
Future Volume (veh/h)	271	493	256	76	337	91	150	386	67	62	436	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	327	594	308	92	406	110	181	465	81	75	525	346
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	315	912	473	116	806	216	208	937	162	95	875	390
Arrive On Green	0.18	0.41	0.41	0.02	0.10	0.10	0.12	0.32	0.32	0.05	0.25	0.25
Sat Flow, veh/h	1734	2204	1142	1734	2698	723	1734	2949	511	1734	3460	1543
Grp Volume(v), veh/h	327	466	436	92	259	257	181	272	274	75	525	346
Grp Sat Flow(s),veh/h/ln	1734	1730	1616	1734	1730	1691	1734	1730	1729	1734	1730	1543
Q Serve(g_s), s	21.8	26.0	26.0	6.3	17.0	17.3	12.3	15.3	15.4	5.1	16.0	25.9
Cycle Q Clear(g_c), s	21.8	26.0	26.0	6.3	17.0	17.3	12.3	15.3	15.4	5.1	16.0	25.9
Prop In Lane	1.00		0.71	1.00		0.43	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	315	716	669	116	517	505	208	550	550	95	875	390
V/C Ratio(X)	1.04	0.65	0.65	0.80	0.50	0.51	0.87	0.49	0.50	0.79	0.60	0.89
Avail Cap(c_a), veh/h	315	716	669	243	517	505	272	550	550	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.97	0.97	0.97	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	28.2	28.2	57.9	45.6	45.7	51.9	33.1	33.2	56.0	39.5	43.2
Incr Delay (d2), s/veh	56.0	3.8	4.0	4.5	3.3	3.5	14.3	0.8	0.8	5.3	1.2	19.8
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	14.3	11.4	10.7	3.0	8.4	8.4	6.2	6.5	6.6	2.4	7.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.1	32.0	32.3	62.3	48.9	49.2	66.2	33.9	34.0	61.3	40.7	63.0
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1229			608			727			946	
Approach Delay, s/veh		51.5			51.1			42.0			50.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	54.3	18.6	35.0	26.0	40.5	10.8	42.7
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.3	28.0	14.3	27.9	23.8	19.3	7.1	17.4
Green Ext Time (p_c), s	0.1	3.8	0.1	2.5	0.0	3.0	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	545	41	35	447	50	23	83	40	11	83	53
Future Volume (veh/h)	39	545	41	35	447	50	23	83	40	11	83	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	52	727	55	47	596	67	31	111	53	15	111	71
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	2315	175	60	2215	248	59	141	62	42	144	87
Arrive On Green	0.08	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3260	247	1734	3136	352	174	998	437	71	1022	616
Grp Volume(v), veh/h	52	386	396	47	328	335	195	0	0	197	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1777	1734	1730	1758	1609	0	0	1709	0	0
Q Serve(g_s), s	3.5	0.0	0.0	3.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.2	0.0	0.0	14.2	0.0	0.0	13.3	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.20	0.16		0.27	0.08		0.36
Lane Grp Cap(c), veh/h	67	1228	1261	60	1222	1241	262	0	0	274	0	0
V/C Ratio(X)	0.78	0.31	0.31	0.78	0.27	0.27	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1228	1261	228	1222	1241	389	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.9	0.0	0.0	55.4	0.0	0.0	50.2	0.0	0.0	50.0	0.0	0.0
Incr Delay (d2), s/veh	13.0	0.5	0.5	17.8	0.5	0.5	4.2	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.2	0.2	1.7	0.2	0.2	6.0	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	0.5	0.5	73.2	0.5	0.5	54.4	0.0	0.0	53.6	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		834			710			195			197	
Approach Delay, s/veh		4.7			5.3			54.4			53.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.4	90.1		21.5	8.8	89.7		21.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.2	2.0		15.3	5.5	2.0		16.2
Green Ext Time (p_c), s	0.0	5.9		0.8	0.1	4.8		0.7

Intersection Summary		
HCM 6th Ctrl Delay	14.9	
HCM 6th LOS	B	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	438	95	111	369	122	112	603	83	128	615	75
Future Volume (veh/h)	92	438	95	111	369	122	112	603	83	128	615	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	487	106	123	410	136	124	670	92	142	683	83
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1238	268	387	1140	374	150	789	108	168	931	415
Arrive On Green	0.02	0.14	0.14	0.06	0.45	0.45	0.09	0.26	0.26	0.10	0.27	0.27
Sat Flow, veh/h	1734	2829	612	1734	2560	840	1734	3057	419	1734	3460	1543
Grp Volume(v), veh/h	102	297	296	123	276	270	124	379	383	142	683	83
Grp Sat Flow(s),veh/h/ln	1734	1730	1711	1734	1730	1670	1734	1730	1746	1734	1730	1543
Q Serve(g_s), s	3.8	18.7	18.9	4.6	12.6	12.9	8.4	25.0	25.0	9.7	21.6	5.0
Cycle Q Clear(g_c), s	3.8	18.7	18.9	4.6	12.6	12.9	8.4	25.0	25.0	9.7	21.6	5.0
Prop In Lane	1.00		0.36	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	434	757	749	387	771	744	150	447	451	168	931	415
V/C Ratio(X)	0.24	0.39	0.40	0.32	0.36	0.36	0.83	0.85	0.85	0.84	0.73	0.20
Avail Cap(c_a), veh/h	565	757	749	505	771	744	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	36.8	36.9	18.3	21.9	22.0	53.9	42.3	42.3	53.3	39.9	33.9
Incr Delay (d2), s/veh	0.1	1.4	1.5	0.2	1.3	1.4	4.4	11.0	11.1	6.4	2.4	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	1.6	9.0	9.0	1.9	5.4	5.3	3.9	12.0	12.1	4.5	9.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	38.3	38.4	18.5	23.2	23.4	58.3	53.3	53.4	59.7	42.4	34.2
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		695			669			886			908	
Approach Delay, s/veh		35.4			22.4			54.0			44.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	57.4	14.6	37.2	9.9	58.4	15.9	35.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.6	20.9	10.4	23.6	5.8	14.9	11.7	27.0
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	40.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	343	65	220	142	30	81	6	115	115	301	323	25
Future Vol, veh/h	343	65	220	142	30	81	6	115	115	301	323	25
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	377	71	242	156	33	89	7	126	126	331	355	27
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	47.5	18.9	26.4	48.2
HCM LOS	E	C	D	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	90%	0%	100%	0%
Vol Thru, %	0%	50%	0%	23%	10%	16%	0%	93%
Vol Right, %	0%	50%	0%	77%	0%	84%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	230	343	285	157	96	301	348
LT Vol	6	0	343	0	142	0	301	0
Through Vol	0	115	0	65	15	15	0	323
RT Vol	0	115	0	220	0	81	0	25
Lane Flow Rate	7	253	377	313	173	105	331	382
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.638	0.95	0.696	0.474	0.258	0.832	0.901
Departure Headway (Hd)	9.981	9.093	9.077	7.998	9.893	8.803	9.051	8.481
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	357	394	400	451	362	406	400	424
Service Time	7.781	6.892	6.857	5.777	7.687	6.595	6.834	6.263
HCM Lane V/C Ratio	0.02	0.642	0.943	0.694	0.478	0.259	0.828	0.901
HCM Control Delay	13	26.7	64.2	27.3	21.4	14.7	43.7	52
HCM Lane LOS	B	D	F	D	C	B	E	F
HCM 95th-tile Q	0.1	4.3	10.7	5.2	2.5	1	7.7	9.6

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	473	233	117	105	20
Future Vol, veh/h	32	473	233	117	105	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	556	274	138	124	24
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	13.7	10.7	11.2
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	17%	0%	0%	0%	84%
Vol Thru, %	83%	100%	100%	40%	0%
Vol Right, %	0%	0%	0%	60%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	315	155	195	125
LT Vol	32	0	0	0	105
Through Vol	158	315	155	78	0
RT Vol	0	0	0	117	20
Lane Flow Rate	223	371	183	229	147
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.346	0.567	0.29	0.336	0.25
Departure Headway (Hd)	5.588	5.502	5.705	5.28	6.123
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	647	660	630	682	587
Service Time	3.288	3.202	3.43	3.004	4.154
HCM Lane V/C Ratio	0.345	0.562	0.29	0.336	0.25
HCM Control Delay	11.2	15.2	10.8	10.7	11.2
HCM Lane LOS	B	C	B	B	B
HCM 95th-tile Q	1.5	3.6	1.2	1.5	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	255	205	86	225	35	99	477	89	41	584	58
Future Volume (veh/h)	65	255	205	86	225	35	99	477	89	41	584	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	71	280	225	95	247	38	109	524	98	45	642	64
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	91	887	690	118	1491	226	133	827	154	58	765	76
Arrive On Green	0.05	0.48	0.48	0.07	0.49	0.49	0.08	0.28	0.28	0.03	0.24	0.24
Sat Flow, veh/h	1734	1851	1441	1734	3012	457	1734	2911	542	1734	3178	316
Grp Volume(v), veh/h	71	261	244	95	141	144	109	311	311	45	349	357
Grp Sat Flow(s),veh/h/ln	1734	1730	1562	1734	1730	1739	1734	1730	1724	1734	1730	1764
Q Serve(g_s), s	5.3	12.0	12.5	7.0	5.8	6.0	8.0	20.4	20.5	3.3	25.0	25.0
Cycle Q Clear(g_c), s	5.3	12.0	12.5	7.0	5.8	6.0	8.0	20.4	20.5	3.3	25.0	25.0
Prop In Lane	1.00		0.92	1.00		0.26	1.00		0.31	1.00		0.18
Lane Grp Cap(c), veh/h	91	829	748	118	856	861	133	492	490	58	416	425
V/C Ratio(X)	0.78	0.32	0.33	0.80	0.16	0.17	0.82	0.63	0.64	0.78	0.84	0.84
Avail Cap(c_a), veh/h	237	829	748	237	856	861	237	631	628	211	604	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	60.9	20.8	20.9	59.7	18.0	18.1	59.1	40.6	40.7	62.4	47.0	47.0
Incr Delay (d2), s/veh	13.7	1.0	1.2	12.0	0.4	0.4	9.5	1.1	1.1	14.9	5.1	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.1	4.8	3.5	2.4	2.5	3.9	8.8	8.9	1.7	11.3	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	21.8	22.1	71.7	18.5	18.5	68.6	41.7	41.8	77.2	52.1	52.1
LnGrp LOS	E	C	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		576			380			731			751	
Approach Delay, s/veh		28.4			31.8			45.7			53.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	66.9	14.2	35.9	11.0	68.9	8.5	41.5
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	9.0	14.5	10.0	27.0	7.3	8.0	5.3	22.5
Green Ext Time (p_c), s	0.1	2.9	0.1	4.3	0.1	1.6	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	69.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	245	177	144	79	668	72
Future Vol, veh/h	245	177	144	79	668	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	272	197	160	88	742	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1190	782	822	0	-	0
Stage 1	782	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 207	394	807	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 164	394	807	-	-	-
Mov Cap-2 Maneuver	~ 164	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	225.3	6.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	807	-	164	394	-	-
HCM Lane V/C Ratio	0.198	-	1.66	0.499	-	-
HCM Control Delay (s)	10.6	0$	371.5	22.9	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.7	-	18.9	2.7	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	957	132	18	845	40	66	45	32	311	355	87
Future Volume (veh/h)	0	957	132	18	845	40	66	45	32	311	355	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	1052	145	20	929	44	73	49	35	342	390	96
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	531	73	22	1091	54	134	308	220	452	439	108
Arrive On Green	0.00	0.17	0.17	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	0	3146	421	69	3371	168	910	988	706	1314	1411	347
Grp Volume(v), veh/h	0	595	602	524	0	469	73	0	84	342	0	486
Grp Sat Flow(s),veh/h/ln	0	1730	1745	1818	0	1791	910	0	1694	1314	0	1759
Q Serve(g_s), s	0.0	13.9	13.9	19.2	0.0	15.5	3.9	0.0	2.9	20.4	0.0	21.0
Cycle Q Clear(g_c), s	0.0	13.9	13.9	19.2	0.0	15.5	24.9	0.0	2.9	23.3	0.0	21.0
Prop In Lane	0.00		0.24	0.04		0.09	1.00		0.42	1.00		0.20
Lane Grp Cap(c), veh/h	0	301	303	588	0	580	134	0	527	452	0	547
V/C Ratio(X)	0.00	1.98	1.98	0.89	0.00	0.81	0.55	0.00	0.16	0.76	0.00	0.89
Avail Cap(c_a), veh/h	0	301	303	588	0	580	134	0	527	452	0	547
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)	0.00	1.00	1.00	0.95	0.00	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.1	12.9	0.0	12.3	38.8	0.0	20.0	28.4	0.0	26.2
Incr Delay (d2), s/veh	0.0	452.8	454.6	17.4	0.0	11.1	2.6	0.0	0.1	6.5	0.0	15.8
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	0.0	43.4	44.0	6.7	0.0	5.2	1.5	0.0	1.1	6.9	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	485.8	487.7	30.3	0.0	23.4	41.4	0.0	20.0	34.9	0.0	42.0
LnGrp LOS	A	F	F	C	A	C	D	A	C	C	A	D
Approach Vol, veh/h		1197			993			157			828	
Approach Delay, s/veh		486.8			27.0			30.0			39.0	
Approach LOS		F			C			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		30.0		19.0		30.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		21.2		25.3		15.9		26.9				
Green Ext Time (p_c), s		2.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			203.6									
HCM 6th LOS			F									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	784	421	367	433	0	0	0	0	378	1	473
Future Volume (veh/h)	0	784	421	367	433	0	0	0	0	378	1	473
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	891	478	417	492	0				615	0	341
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1495	696	379	2153	0				868	0	386
Arrive On Green	0.00	0.45	0.45	0.11	0.62	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3478	1543	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	891	478	417	492	0				615	0	341
Grp Sat Flow(s),veh/h/ln	0	1657	1543	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	16.1	19.7	9.0	5.0	0.0				12.9	0.0	17.0
Cycle Q Clear(g_c), s	0.0	16.1	19.7	9.0	5.0	0.0				12.9	0.0	17.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1495	696	379	2153	0				868	0	386
V/C Ratio(X)	0.00	0.60	0.69	1.10	0.23	0.00				0.71	0.00	0.88
Avail Cap(c_a), veh/h	0	1495	696	379	2153	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.60	0.60	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.5	17.5	35.5	6.7	0.0				27.3	0.0	28.9
Incr Delay (d2), s/veh	0.0	0.2	0.5	66.9	0.1	0.0				2.3	0.0	18.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	6.6	7.1	1.6	0.0				5.4	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.6	18.0	102.4	6.8	0.0				29.7	0.0	47.7
LnGrp LOS	A	B	B	F	A	A				C	A	D
Approach Vol, veh/h		1369			909						956	
Approach Delay, s/veh		17.1			50.6						36.1	
Approach LOS		B			D						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	54.9	25.1	13.7	41.2
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	7.0	19.0	11.0	21.7
Green Ext Time (p_c), s	2.4	1.0	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	698	0	0	604	454	198	1	366	0	0	0
Future Volume (veh/h)	583	698	0	0	604	454	198	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	614	735	0	0	636	478	139	0	460			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	328	2085	0	0	779	584	344	0	613			
Arrive On Green	0.10	0.60	0.00	0.00	0.41	0.41	0.20	0.00	0.20			
Sat Flow, veh/h	3365	3551	0	0	1976	1413	1734	0	3087			
Grp Volume(v), veh/h	614	735	0	0	584	530	139	0	460			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1567	1734	0	1543			
Q Serve(g_s), s	5.0	5.5	0.0	0.0	15.3	15.4	3.6	0.0	7.2			
Cycle Q Clear(g_c), s	5.0	5.5	0.0	0.0	15.3	15.4	3.6	0.0	7.2			
Prop In Lane	1.00		0.00	0.00		0.90	1.00		1.00			
Lane Grp Cap(c), veh/h	328	2085	0	0	716	648	344	0	613			
V/C Ratio(X)	1.87	0.35	0.00	0.00	0.82	0.82	0.40	0.00	0.75			
Avail Cap(c_a), veh/h	328	2482	0	0	914	828	609	0	1083			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.2	5.1	0.0	0.0	13.3	13.3	17.9	0.0	19.4			
Incr Delay (d2), s/veh	404.0	0.0	0.0	0.0	3.6	4.0	0.3	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			
%ile BackOfQ(50%),veh/ln	20.2	1.3	0.0	0.0	5.5	5.1	1.3	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	427.2	5.2	0.0	0.0	16.9	17.4	18.2	0.0	20.1			
LnGrp LOS	F	A	A	A	B	B	B	A	C			
Approach Vol, veh/h		1349			1114			599				
Approach Delay, s/veh		197.2			17.1			19.6				
Approach LOS		F			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	26.3		15.3		36.0			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	7.0	17.4		9.2		7.5			
Green Ext Time (p_c), s	0.0	3.8		1.0		3.7			

Intersection Summary	
HCM 6th Ctrl Delay	97.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	761	11	20	828	49	24	4	22	70	8	132
Future Volume (veh/h)	93	761	11	20	828	49	24	4	22	70	8	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	106	865	12	23	941	56	27	5	25	80	9	150
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	2358	33	31	2048	122	53	8	40	216	11	183
Arrive On Green	0.08	0.67	0.67	0.04	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3494	48	1734	3318	197	1734	264	1320	1734	88	1469
Grp Volume(v), veh/h	106	428	449	23	491	506	27	0	30	80	0	159
Grp Sat Flow(s),veh/h/ln	1734	1730	1812	1734	1730	1786	1734	0	1584	1734	0	1557
Q Serve(g_s), s	7.2	12.8	12.8	1.6	0.0	0.0	1.8	0.0	2.2	5.1	0.0	12.0
Cycle Q Clear(g_c), s	7.2	12.8	12.8	1.6	0.0	0.0	1.8	0.0	2.2	5.1	0.0	12.0
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	131	1167	1223	31	1068	1102	53	0	48	216	0	194
V/C Ratio(X)	0.81	0.37	0.37	0.74	0.46	0.46	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1167	1223	214	1068	1102	150	0	137	410	0	368
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	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.6	8.4	8.4	57.6	0.0	0.0	57.3	0.0	57.5	48.2	0.0	51.2
Incr Delay (d2), s/veh	10.5	0.8	0.8	27.6	1.3	1.3	7.4	0.0	12.2	1.1	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.8	5.0	0.9	0.4	0.4	0.9	0.0	1.1	2.3	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	9.3	9.2	85.2	1.3	1.3	64.7	0.0	69.7	49.3	0.0	59.6
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		983			1020			57			239	
Approach Delay, s/veh		15.3			3.2			67.3			56.2	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	85.9		19.5	13.3	79.0		8.3
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	3.6	14.8		14.0	9.2	2.0		4.2
Green Ext Time (p_c), s	0.0	6.5		1.0	0.1	8.2		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	814	29	12	754	48	10	3	13	24	5	31
Future Volume (veh/h)	32	814	29	12	754	48	10	3	13	24	5	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	36	925	33	14	857	55	11	3	15	27	6	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	1047	37	798	2466	158	13	4	18	35	8	45
Arrive On Green	0.05	0.61	0.61	0.46	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3408	122	1734	3301	212	621	169	847	650	144	843
Grp Volume(v), veh/h	36	470	488	14	449	463	29	0	0	68	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1799	1734	1730	1783	1638	0	0	1637	0	0
Q Serve(g_s), s	2.5	27.5	27.5	0.5	10.6	10.6	2.1	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	2.5	27.5	27.5	0.5	10.6	10.6	2.1	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.12	0.38		0.52	0.40		0.51
Lane Grp Cap(c), veh/h	45	532	553	798	1292	1332	35	0	0	87	0	0
V/C Ratio(X)	0.80	0.88	0.88	0.02	0.35	0.35	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	721	798	1292	1332	142	0	0	387	0	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)	0.92	0.92	0.92	0.85	0.85	0.85	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.6	21.3	21.3	17.7	5.2	5.2	58.5	0.0	0.0	56.1	0.0	0.0
Incr Delay (d2), s/veh	10.3	17.6	17.1	0.0	0.6	0.6	16.5	0.0	0.0	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.9	10.2	0.2	3.6	3.7	1.0	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	38.9	38.4	17.7	5.8	5.8	75.0	0.0	0.0	61.8	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		994			926			29			68	
Approach Delay, s/veh		39.7			6.0			75.0			61.8	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	60.1	41.8		11.0	7.3	94.5		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	29.5		6.9	4.5	12.6		4.1
Green Ext Time (p_c), s	0.0	7.4		0.2	0.0	8.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	449	234	230	535	82	239	467	169	135	579	129
Future Volume (veh/h)	154	449	234	230	535	82	239	467	169	135	579	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	173	504	263	258	601	92	269	525	190	152	651	145
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	231	1548	690	314	1420	217	325	899	545	208	779	454
Arrive On Green	0.07	0.45	0.45	0.19	0.94	0.94	0.19	0.52	0.52	0.06	0.23	0.23
Sat Flow, veh/h	3365	3460	1543	3365	3009	460	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	173	504	263	258	345	348	269	525	190	152	651	145
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	6.6	12.2	14.8	9.6	2.4	2.4	10.0	13.6	8.9	5.8	23.3	9.5
Cycle Q Clear(g_c), s	6.6	12.2	14.8	9.6	2.4	2.4	10.0	13.6	8.9	5.8	23.3	9.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	1548	690	314	816	820	325	899	545	208	779	454
V/C Ratio(X)	0.75	0.33	0.38	0.82	0.42	0.42	0.83	0.58	0.35	0.73	0.84	0.32
Avail Cap(c_a), veh/h	512	1548	690	512	816	820	512	1049	612	461	995	550
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.88	0.88	0.88	0.74	0.74	0.74	0.56	0.56	0.56
Uniform Delay (d), s/veh	59.4	23.2	23.9	51.8	2.0	2.0	51.4	26.4	19.5	59.9	48.1	35.8
Incr Delay (d2), s/veh	4.5	0.5	1.5	4.9	1.4	1.4	4.8	0.5	0.3	2.8	2.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.1	5.7	3.9	0.9	0.9	4.1	4.6	2.8	2.5	10.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	23.8	25.4	56.7	3.4	3.4	56.2	26.8	19.8	62.7	51.0	36.0
LnGrp LOS	E	C	C	E	A	A	E	C	B	E	D	D
Approach Vol, veh/h		940			951			984			948	
Approach Delay, s/veh		31.6			17.9			33.5			50.5	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	63.1	16.7	33.9	13.1	66.2	12.2	38.4
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 28	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.6	16.8	12.0	25.3	8.6	4.4	7.8	15.6
Green Ext Time (p_c), s	0.5	4.2	0.6	3.9	0.4	4.8	0.3	4.4

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	559	44	97	730	64	62	36	110	109	48	89
Future Volume (veh/h)	40	559	44	97	730	64	62	36	110	109	48	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	50	699	55	121	912	80	78	45	138	136	60	111
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	2009	896	143	2016	177	99	194	164	161	258	219
Arrive On Green	0.07	1.00	1.00	0.17	1.00	1.00	0.06	0.11	0.11	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3218	282	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	50	699	55	121	490	502	78	45	138	136	60	111
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.7	0.0	0.0	8.8	0.0	0.0	5.8	2.9	11.4	10.0	3.8	8.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	8.8	0.0	0.0	5.8	2.9	11.4	10.0	3.8	8.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	2009	896	143	1084	1109	99	194	164	161	258	219
V/C Ratio(X)	0.78	0.35	0.06	0.84	0.45	0.45	0.79	0.23	0.84	0.85	0.23	0.51
Avail Cap(c_a), veh/h	251	2009	896	251	1084	1109	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	0.0	0.0	53.4	0.0	0.0	60.5	53.2	57.0	58.1	49.5	51.6
Incr Delay (d2), s/veh	7.1	0.4	0.1	4.0	1.1	1.0	12.9	0.6	12.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.7	0.3	0.3	2.9	1.4	5.0	4.6	1.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	0.4	0.1	57.4	1.1	1.0	73.4	53.8	69.2	62.7	49.9	53.4
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		804			1113			261			307	
Approach Delay, s/veh		4.6			7.2			67.8			56.8	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	80.4	11.6	23.0	9.0	86.4	16.3	18.4
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.8	2.0	7.8	10.6	5.7	2.0	12.0	13.4
Green Ext Time (p_c), s	0.1	7.3	0.1	0.5	0.0	10.3	0.1	0.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	561	112	100	640	143	105	453	64	139	701	179
Future Volume (veh/h)	140	561	112	100	640	143	105	453	64	139	701	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	154	616	123	110	703	157	115	498	70	153	770	197
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	208	1370	273	162	1302	291	140	707	99	179	881	393
Arrive On Green	0.12	0.95	0.95	0.05	0.46	0.46	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2875	573	3365	2811	627	1734	3048	427	1734	3460	1543
Grp Volume(v), veh/h	154	370	369	110	433	427	115	282	286	153	770	197
Grp Sat Flow(s),veh/h/ln	1682	1730	1718	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.7	2.3	2.3	4.2	23.3	23.3	8.5	19.4	19.6	11.3	27.7	14.2
Cycle Q Clear(g_c), s	5.7	2.3	2.3	4.2	23.3	23.3	8.5	19.4	19.6	11.3	27.7	14.2
Prop In Lane	1.00		0.33	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	208	825	819	162	801	791	140	402	405	179	881	393
V/C Ratio(X)	0.74	0.45	0.45	0.68	0.54	0.54	0.82	0.70	0.71	0.86	0.87	0.50
Avail Cap(c_a), veh/h	461	825	819	461	801	791	251	494	498	251	987	440
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	1.6	1.6	60.9	25.0	25.0	58.9	45.8	45.9	57.4	46.5	41.4
Incr Delay (d2), s/veh	4.7	1.6	1.6	4.9	2.6	2.6	11.3	3.4	3.5	18.2	8.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.9	0.9	1.9	10.0	9.9	4.1	8.7	8.8	5.8	12.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	3.2	3.3	65.7	27.6	27.6	70.2	49.2	49.3	75.5	54.6	42.4
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		893			970			683			1120	
Approach Delay, s/veh		13.1			31.9			52.8			55.3	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	66.9	14.7	38.0	12.2	65.1	17.6	35.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.3	4.3	10.5	29.7	7.7	25.3	13.3	21.6
Green Ext Time (p_c), s	0.2	5.0	0.2	3.4	0.3	4.4	0.2	3.0

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	35	72	519	418	16
Future Volume (veh/h)	13	35	72	519	418	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	14	38	78	564	470	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	0	902	95	684	778	346
Arrive On Green	0.00	0.50	0.50	0.50	0.22	0.00
Sat Flow, veh/h	0	1821	191	1381	3469	1543
Grp Volume(v), veh/h	0	38	0	642	470	0
Grp Sat Flow(s),veh/h/ln	0	1821	0	1572	1734	1543
Q Serve(g_s), s	0.0	0.3	0.0	11.2	3.9	0.0
Cycle Q Clear(g_c), s	0.0	0.3	0.0	11.2	3.9	0.0
Prop In Lane	0.00			0.88	1.00	1.00
Lane Grp Cap(c), veh/h	0	902	0	779	778	346
V/C Ratio(X)	0.00	0.04	0.00	0.82	0.60	0.00
Avail Cap(c_a), veh/h	0	2434	0	999	1956	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.2	0.0	6.9	11.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	2.7	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.2	0.0	11.4	11.9	0.0
LnGrp LOS	A	A	A	B	B	A
Approach Vol, veh/h		38	642		470	
Approach Delay, s/veh		4.2	11.4		11.9	
Approach LOS		A	B		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.4		11.7	0.0	20.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.9		18.1	18.0	20.4
Max Q Clear Time (g_c+I1), s		2.3		5.9	0.0	13.2
Green Ext Time (p_c), s		0.2		1.4	0.0	2.7

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	105.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	455	155	71	632	51	201	91	102	207	323	17
Future Vol, veh/h	11	455	155	71	632	51	201	91	102	207	323	17
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	460	157	72	638	52	203	92	103	209	326	17
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	89.9	152.5	43.6	103.7
HCM LOS	F	F	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	47%	0%	100%	49%	0%	100%	81%	0%	95%
Vol Right, %	0%	53%	0%	0%	51%	0%	0%	19%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	193	11	303	307	71	421	262	207	340
LT Vol	201	0	11	0	0	71	0	0	207	0
Through Vol	0	91	0	303	152	0	421	211	0	323
RT Vol	0	102	0	0	155	0	0	51	0	17
Lane Flow Rate	203	195	11	306	310	72	426	264	209	343
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.742	0.665	0.038	1.009	0.99	0.246	1.403	0.862	0.734	1.156
Departure Headway (Hd)	14.038	13.135	13.494	12.962	12.586	12.952	12.421	12.276	13.306	12.752
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	260	277	267	282	291	279	298	296	274	288
Service Time	11.738	10.835	11.194	10.662	10.286	10.652	10.121	9.976	11.006	10.452
HCM Lane V/C Ratio	0.781	0.704	0.041	1.085	1.065	0.258	1.43	0.892	0.763	1.191
HCM Control Delay	48.4	38.5	16.7	94.4	88	19.8	232.5	59.6	45.5	139.2
HCM Lane LOS	E	E	C	F	F	C	F	F	E	F
HCM 95th-tile Q	5.3	4.3	0.1	10.4	10.1	0.9	21.6	7.5	5.2	14.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	563	205	274	476	0	0	0	0	491	2	268
Future Volume (veh/h)	0	563	205	274	476	0	0	0	0	491	2	268
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	612	223	298	517	0				534	2	291
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1169	417	152	1759	0				489	2	436
Arrive On Green	0.00	0.32	0.32	0.09	0.51	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	3779	1289	1734	3551	0				1728	6	1543
Grp Volume(v), veh/h	0	560	275	298	517	0				536	0	291
Grp Sat Flow(s),veh/h/ln	0	1657	1589	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	8.0	8.3	5.1	5.0	0.0				16.5	0.0	9.7
Cycle Q Clear(g_c), s	0.0	8.0	8.3	5.1	5.0	0.0				16.5	0.0	9.7
Prop In Lane	0.00		0.81	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1072	514	152	1759	0				490	0	436
V/C Ratio(X)	0.00	0.52	0.54	1.97	0.29	0.00				1.09	0.00	0.67
Avail Cap(c_a), veh/h	0	1732	830	152	2448	0				490	0	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.1	16.2	26.6	8.3	0.0				20.9	0.0	18.5
Incr Delay (d2), s/veh	0.0	0.7	1.5	457.9	0.2	0.0				68.3	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	2.9	21.3	1.6	0.0				15.3	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.8	17.6	484.5	8.5	0.0				89.3	0.0	22.4
LnGrp LOS	A	B	B	F	A	A				F	A	C
Approach Vol, veh/h		835			815						827	
Approach Delay, s/veh		17.1			182.5						65.7	
Approach LOS		B			F						E	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	35.8	22.6	10.8	25.0
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	7.0	18.5	7.1	10.3
Green Ext Time (p_c), s	6.4	0.0	0.0	8.6

Intersection Summary	
HCM 6th Ctrl Delay	87.7
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	868	0	0	534	366	217	2	245	0	0	0
Future Volume (veh/h)	218	868	0	0	534	366	217	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	240	954	0	0	587	402	238	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	153	1993	0	0	765	524	367	3	329			
Arrive On Green	0.09	0.58	0.00	0.00	0.39	0.39	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	2055	1345	1721	14	1543			
Grp Volume(v), veh/h	240	954	0	0	517	472	240	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1579	1735	0	1543			
Q Serve(g_s), s	5.1	9.3	0.0	0.0	15.1	15.1	7.3	0.0	9.6			
Cycle Q Clear(g_c), s	5.1	9.3	0.0	0.0	15.1	15.1	7.3	0.0	9.6			
Prop In Lane	1.00		0.00	0.00		0.85	0.99		1.00			
Lane Grp Cap(c), veh/h	153	1993	0	0	674	615	370	0	329			
V/C Ratio(X)	1.57	0.48	0.00	0.00	0.77	0.77	0.65	0.00	0.82			
Avail Cap(c_a), veh/h	153	2169	0	0	762	695	494	0	440			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.4	7.2	0.0	0.0	15.4	15.4	20.8	0.0	21.7			
Incr Delay (d2), s/veh	286.1	0.3	0.0	0.0	5.0	5.5	0.7	0.0	6.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.1	2.7	0.0	0.0	6.0	5.6	2.8	0.0	3.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	312.5	7.5	0.0	0.0	20.4	20.8	21.5	0.0	28.2			
LnGrp LOS	F	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1194			989			509				
Approach Delay, s/veh		68.8			20.6			25.0				
Approach LOS		E			C			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.8	28.7		18.4		39.5						
Change Period (Y+Rc), s*	5.7	6.1		6.1		6.1						
Max Green Setting (Gmax), s	5.1	25.5		16.5		36.3						
Max Q Clear Time (g_c+I1), s	7.1	17.1		11.6		11.3						
Green Ext Time (p_c), s	0.0	5.5		0.7		11.5						

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	26.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	871	37	21	722	15	50	6	14	9	10	44
Future Vol, veh/h	30	871	37	21	722	15	50	6	14	9	10	44
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	907	39	22	752	16	52	6	15	9	10	46
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	32	22.6	11.6	11
HCM LOS	D	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	6%	0%	5%	0%	14%
Vol Thru, %	9%	94%	92%	95%	96%	16%
Vol Right, %	20%	0%	8%	0%	4%	70%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	466	473	382	376	63
LT Vol	50	30	0	21	0	9
Through Vol	6	436	436	361	361	10
RT Vol	14	0	37	0	15	44
Lane Flow Rate	73	485	492	398	392	66
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.147	0.83	0.83	0.706	0.688	0.126
Departure Headway (Hd)	7.281	6.159	6.071	6.385	6.328	6.91
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	587	596	565	568	518
Service Time	5.331	3.919	3.831	4.151	4.095	4.958
HCM Lane V/C Ratio	0.148	0.826	0.826	0.704	0.69	0.127
HCM Control Delay	11.6	32.2	31.8	23.2	22	11
HCM Lane LOS	B	D	D	C	C	B
HCM 95th-tile Q	0.5	8.6	8.7	5.6	5.3	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	582	190	73	512	47	118	606	77	53	730	159
Future Volume (veh/h)	129	582	190	73	512	47	118	606	77	53	730	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	145	654	213	82	575	53	133	681	87	60	820	179
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	170	639	208	103	675	62	159	1007	128	393	1608	717
Arrive On Green	0.10	0.25	0.25	0.06	0.21	0.21	0.09	0.33	0.33	0.23	0.46	0.46
Sat Flow, veh/h	1734	2566	835	1734	3203	295	1734	3086	394	1734	3460	1543
Grp Volume(v), veh/h	145	441	426	82	310	318	133	381	387	60	820	179
Grp Sat Flow(s),veh/h/ln	1734	1730	1671	1734	1730	1768	1734	1730	1750	1734	1730	1543
Q Serve(g_s), s	10.7	32.4	32.4	6.1	22.4	22.5	9.8	24.8	24.8	3.6	21.6	9.1
Cycle Q Clear(g_c), s	10.7	32.4	32.4	6.1	22.4	22.5	9.8	24.8	24.8	3.6	21.6	9.1
Prop In Lane	1.00		0.50	1.00		0.17	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	170	431	416	103	364	372	159	564	571	393	1608	717
V/C Ratio(X)	0.85	1.02	1.02	0.80	0.85	0.85	0.84	0.68	0.68	0.15	0.51	0.25
Avail Cap(c_a), veh/h	278	431	416	278	431	441	558	564	571	393	1608	717
HCM Platoon Ratio	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	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.7	48.8	48.8	60.4	49.4	49.4	58.1	37.9	37.9	40.2	24.4	21.1
Incr Delay (d2), s/veh	6.8	49.1	50.2	5.2	13.2	13.3	4.5	6.4	6.3	0.0	0.8	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	5.0	19.8	19.2	2.8	11.0	11.3	4.5	11.5	11.6	1.6	9.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	97.9	99.0	65.6	62.5	62.7	62.6	44.2	44.2	40.3	25.2	21.7
LnGrp LOS	E	F	F	E	E	E	E	D	D	D	C	C
Approach Vol, veh/h		1012			710			901			1059	
Approach Delay, s/veh		93.6			62.9			46.9			25.5	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	37.0	16.1	65.0	16.9	32.0	34.1	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 21	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	8.1	34.4	11.8	23.6	12.7	24.5	5.6	26.8
Green Ext Time (p_c), s	0.1	0.0	0.2	0.0	0.1	2.4	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

Notes

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

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

Intersection	
Intersection Delay, s/veh	166.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	210	122	783	285	229
Future Vol, veh/h	357	210	122	783	285	229
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	223	130	833	303	244
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	35.3	324.7	31.2
HCM LOS	E	F	D

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	783	357	105	105	285	229
LT Vol	0	0	357	0	0	285	0
Through Vol	122	0	0	0	0	0	229
RT Vol	0	783	0	105	105	0	0
Lane Flow Rate	130	833	380	112	112	303	244
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.302	1.768	0.869	0.219	0.165	0.744	0.564
Departure Headway (Hd)	8.363	7.643	9.204	7.957	6.154	10.099	9.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	475	395	455	586	361	380
Service Time	6.146	5.426	6.904	5.657	3.854	7.799	7.276
HCM Lane V/C Ratio	0.304	1.754	0.962	0.246	0.191	0.839	0.642
HCM Control Delay	14.8	373	49.3	12.9	10.1	37	24
HCM Lane LOS	B	F	E	B	B	E	C
HCM 95th-tile Q	1.3	50.8	8.5	0.8	0.6	5.8	3.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	736	354	263	500	8	75	5	239	3	7	6
Future Volume (veh/h)	4	736	354	263	500	8	75	5	239	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	1037	499	370	704	11	106	7	337	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1148	512	272	1675	26	476	27	406	116	231	154
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3487	54	1324	104	1543	143	880	585
Grp Volume(v), veh/h	6	1037	499	370	349	366	113	0	337	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1811	1428	0	1543	1608	0	0
Q Serve(g_s), s	0.2	15.5	17.3	8.5	7.1	7.1	2.8	0.0	11.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	15.5	17.3	8.5	7.1	7.1	3.3	0.0	11.2	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.94		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1148	512	272	831	870	504	0	406	501	0	0
V/C Ratio(X)	0.43	0.90	0.97	1.36	0.42	0.42	0.22	0.00	0.83	0.04	0.00	0.00
Avail Cap(c_a), veh/h	192	1148	512	272	831	870	654	0	569	661	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.8	17.3	17.9	22.9	9.2	9.2	15.9	0.0	18.9	14.9	0.0	0.0
Incr Delay (d2), s/veh	20.0	10.1	33.2	184.8	0.3	0.3	0.2	0.0	7.2	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	0.1	6.9	10.0	17.1	2.2	2.3	1.0	0.0	4.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	27.4	51.1	207.7	9.5	9.5	16.2	0.0	26.0	15.0	0.0	0.0
LnGrp LOS	D	C	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1542			1085			450			22	
Approach Delay, s/veh		35.2			77.1			23.6			15.0	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.8	13.0	22.5	18.8	4.9	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	13.2	10.5	19.3	2.5	2.2	9.1
Green Ext Time (p_c), s	1.1	0.0	0.0	0.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	85	43	55
Future Vol, veh/h	21	11	13	85	43	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	92	47	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	149	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	843	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	835	1046
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	942	-	-	1576	-
HCM Lane V/C Ratio	0.113	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	11	13	69	43	57
Future Vol, veh/h	117	11	13	69	43	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	12	14	75	47	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	236	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1445	-	752	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	744	916
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1445	-
HCM Lane V/C Ratio	0.13	-	-	0.01	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	11	15	26	43	66
Future Vol, veh/h	112	11	15	26	43	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	12	16	28	47	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	188	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1451	-	801	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	792	922
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1451	-
HCM Lane V/C Ratio	0.137	-	-	0.011	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	257.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1030	1199	336	519	43
Future Vol, veh/h	11	1030	1199	336	519	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	1120	1303	365	564	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1668	0	-	0	2070	834
Stage 1	-	-	-	-	1486	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	381	-	-	-	~ 47	311
Stage 1	-	-	-	-	~ 174	-
Stage 2	-	-	-	-	~ 521	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	381	-	-	-	~ 46	311
Mov Cap-2 Maneuver	-	-	-	-	~ 131	-
Stage 1	-	-	-	-	~ 169	-
Stage 2	-	-	-	-	~ 521	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 1437.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	381	-	-	-	131	311
HCM Lane V/C Ratio	0.031	-	-	-	4.306	0.15
HCM Control Delay (s)	14.8	-	-	-	$ 1555.3	18.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	57.8	0.5

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

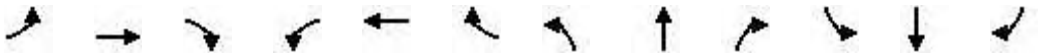
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1174	1348	47	0	187
Future Vol, veh/h	0	1174	1348	47	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1276	1465	51	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	758
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	350
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	28.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	350
HCM Lane V/C Ratio	-	-	-	0.581
HCM Control Delay (s)	-	-	-	28.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	3.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	148	77	364	246	238	115	114	55	159	95	31
Future Volume (veh/h)	36	148	77	364	246	238	115	114	55	159	95	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	39	161	84	396	267	259	125	124	60	173	103	34
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	70	246	209	465	627	559	160	173	84	219	240	79
Arrive On Green	0.04	0.14	0.14	0.27	0.36	0.36	0.09	0.15	0.15	0.13	0.18	0.18
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	1159	561	1734	1311	433
Grp Volume(v), veh/h	39	161	84	396	267	259	125	0	184	173	0	137
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1720	1734	0	1743
Q Serve(g_s), s	1.2	4.7	2.8	12.1	6.5	7.2	3.9	0.0	5.7	5.4	0.0	3.9
Cycle Q Clear(g_c), s	1.2	4.7	2.8	12.1	6.5	7.2	3.9	0.0	5.7	5.4	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.25
Lane Grp Cap(c), veh/h	70	246	209	465	627	559	160	0	257	219	0	319
V/C Ratio(X)	0.55	0.65	0.40	0.85	0.43	0.46	0.78	0.00	0.72	0.79	0.00	0.43
Avail Cap(c_a), veh/h	198	618	523	728	1115	995	300	0	553	356	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	26.4	23.0	22.2	19.5	13.5	13.7	24.9	0.0	22.7	23.8	0.0	20.3
Incr Delay (d2), s/veh	6.6	2.9	1.3	5.9	0.5	0.6	7.9	0.0	3.7	6.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	1.0	5.1	2.3	2.3	1.9	0.0	2.4	2.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	25.9	23.4	25.3	13.9	14.3	32.8	0.0	26.4	30.0	0.0	21.2
LnGrp LOS	C	C	C	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		284			922			309			310	
Approach Delay, s/veh		26.1			18.9			29.0			26.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	12.1	9.7	14.8	6.8	24.8	11.6	12.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.5	19.0	9.7	19.8	6.4	36.1	11.5	18.0
Max Q Clear Time (g_c+I1), s	14.1	6.7	5.9	5.9	3.2	9.2	7.4	7.7
Green Ext Time (p_c), s	0.9	0.9	0.1	0.5	0.0	3.5	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	97	36	295	227	85	293
Future Volume (veh/h)	97	36	295	227	85	293
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	105	39	321	247	92	318
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	207	184	595	448	157	1955
Arrive On Green	0.12	0.12	0.32	0.32	0.09	0.56
Sat Flow, veh/h	1734	1543	1972	1415	1734	3551
Grp Volume(v), veh/h	105	39	295	273	92	318
Grp Sat Flow(s),veh/h/ln	1734	1543	1730	1566	1734	1730
Q Serve(g_s), s	1.6	0.7	4.0	4.1	1.5	1.3
Cycle Q Clear(g_c), s	1.6	0.7	4.0	4.1	1.5	1.3
Prop In Lane	1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	207	184	547	495	157	1955
V/C Ratio(X)	0.51	0.21	0.54	0.55	0.58	0.16
Avail Cap(c_a), veh/h	1095	975	1123	1017	304	3400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	11.3	8.0	8.1	12.4	3.0
Incr Delay (d2), s/veh	1.9	0.6	0.8	1.0	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	1.0	1.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	11.9	8.9	9.0	15.9	3.0
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	144		568			410
Approach Delay, s/veh	13.2		8.9			5.9
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	13.5			20.6	7.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.6	18.5			28.0	18.0
Max Q Clear Time (g_c+I1), s	3.5	6.1			3.3	3.6
Green Ext Time (p_c), s	0.0	2.9			2.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	528	625	227	97	12
Future Volume (veh/h)	28	528	625	227	97	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	30	574	679	247	105	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	64	1879	1244	555	549	252
Arrive On Green	0.04	0.54	0.36	0.36	0.16	0.16
Sat Flow, veh/h	1734	3551	3551	1543	3365	1543
Grp Volume(v), veh/h	30	574	679	247	105	13
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1682	1543
Q Serve(g_s), s	0.5	2.8	4.8	3.7	0.8	0.2
Cycle Q Clear(g_c), s	0.5	2.8	4.8	3.7	0.8	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	64	1879	1244	555	549	252
V/C Ratio(X)	0.47	0.31	0.55	0.45	0.19	0.05
Avail Cap(c_a), veh/h	283	2032	2032	907	1976	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	3.8	7.8	7.5	11.1	10.8
Incr Delay (d2), s/veh	5.3	0.1	0.4	0.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	1.1	0.8	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	3.9	8.2	8.0	11.2	10.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		604	926		118	
Approach Delay, s/veh		4.7	8.2		11.2	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.1		9.5	5.6	15.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		18.0		18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s		4.8		2.8	2.5	6.8
Green Ext Time (p_c), s		3.2		0.3	0.0	4.2

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	0	46	40	0	180
Future Vol, veh/h	162	0	46	40	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	50	43	0	196

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	319	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	674	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	649	867
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1400	-
HCM Lane V/C Ratio	0.226	-	-	0.036	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1193	478	81	0	320
Future Vol, veh/h	0	1193	478	81	0	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1297	520	88	0	348

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	692
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	692
HCM Lane V/C Ratio	-	-	-	0.503
HCM Control Delay (s)	-	-	-	15.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	16	5	62	40	0	4	0	184	278	370	25
Future Volume (veh/h)	0	16	5	62	40	0	4	0	184	278	370	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	18	6	70	45	0	4	0	207	312	416	28
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	300	134	300	315	0	0	0	0	600	584	39
Arrive On Green	0.00	0.09	0.09	0.17	0.17	0.00	0.00	0.00	0.00	0.35	0.35	0.35
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1687	114
Grp Volume(v), veh/h	0	18	6	70	45	0		0.0		312	0	444
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1801
Q Serve(g_s), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Cycle Q Clear(g_c), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.06
Lane Grp Cap(c), veh/h	0	300	134	300	315	0				600	0	623
V/C Ratio(X)	0.00	0.06	0.04	0.23	0.14	0.00				0.52	0.00	0.71
Avail Cap(c_a), veh/h	0	2386	1064	980	1029	0				1340	0	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.2	18.1	15.5	15.2	0.0				11.3	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.1	0.0				0.3	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
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.5	0.3	0.0				1.9	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.2	15.6	15.3	0.0				11.6	0.0	12.9
LnGrp LOS	A	B	B	B	B	A				B	A	B
Approach Vol, veh/h		24			115						756	
Approach Delay, s/veh		18.2			15.5						12.3	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		8.9		21.5		13.0						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		2.2		11.3		3.5						
Green Ext Time (p_c), s		0.0		2.2		0.2						

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	322	0	0	382	568	12	365	459	0	0	0
Future Volume (veh/h)	150	322	0	0	382	568	12	365	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	174	374	0	0	444	660	14	496	486			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	262	1976	0	0	737	658	14	502	438			
Arrive On Green	0.08	0.57	0.00	0.00	0.43	0.43	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	50	1769	1543			
Grp Volume(v), veh/h	174	374	0	0	444	660	510	0	486			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1819	0	1543			
Q Serve(g_s), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Cycle Q Clear(g_c), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.03		1.00			
Lane Grp Cap(c), veh/h	262	1976	0	0	737	658	516	0	438			
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.60	1.00	0.99	0.00	1.11			
Avail Cap(c_a), veh/h	1453	1976	0	0	737	658	516	0	438			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.5	7.2	0.0	0.0	15.5	20.1	25.0	0.0	25.1			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	1.8	35.9	36.5	0.0	76.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	0.0	5.3	16.1	13.1	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	0.0	0.0	17.4	56.0	61.5	0.0	101.6			
LnGrp LOS	C	A	A	A	B	F	E	A	F			
Approach Vol, veh/h		548			1104			996				
Approach Delay, s/veh		15.3			40.5			81.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.2	35.0		25.0		45.2						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	5.5	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	5.5	31.9		21.9		5.6						
Green Ext Time (p_c), s	0.1	0.0		0.0		1.6						

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	663	41	64	718	7	139	4	41	15	6	8
Future Volume (veh/h)	9	663	41	64	718	7	139	4	41	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	839	52	81	909	9	176	5	52	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	2146	133	445	2351	23	260	6	320	63	27	17
Arrive On Green	0.01	0.65	0.65	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3309	205	1734	3510	35	966	27	1543	83	132	80
Grp Volume(v), veh/h	11	439	452	81	448	470	181	0	52	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1784	1734	1730	1815	993	0	1543	294	0	0
Q Serve(g_s), s	0.3	14.3	14.3	1.9	0.0	0.0	0.0	0.0	3.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.3	14.3	1.9	0.0	0.0	22.2	0.0	3.3	22.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	472	1122	1157	445	1159	1216	265	0	320	106	0	0
V/C Ratio(X)	0.02	0.39	0.39	0.18	0.39	0.39	0.68	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	755	1122	1157	691	1159	1216	271	0	327	113	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)	0.91	0.91	0.91	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	9.9	9.9	7.1	0.0	0.0	46.5	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	0.7	0.7	6.7	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	5.6	0.6	0.2	0.2	5.7	0.0	1.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	10.9	10.8	7.3	0.7	0.7	53.1	0.0	39.2	43.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		902			999			233			37	
Approach Delay, s/veh		10.8			1.3			50.0			43.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	82.5		29.5	5.4	85.1		29.5
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 4	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	3.9	16.3		24.9	2.3	2.0		24.2
Green Ext Time (p_c), s	0.2	6.9		0.0	0.0	7.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	238
Future Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	296	446	101	64	529	107	172	637	57	65	383	287
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	315	1318	296	82	963	194	199	926	83	83	767	342
Arrive On Green	0.36	0.94	0.94	0.02	0.11	0.11	0.11	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1734	2807	631	1734	2869	578	1734	3212	287	1734	3460	1543
Grp Volume(v), veh/h	296	274	273	64	318	318	172	343	351	65	383	287
Grp Sat Flow(s),veh/h/ln	1734	1730	1708	1734	1730	1717	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.2	4.4	11.6	21.3
Cycle Q Clear(g_c), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.2	4.4	11.6	21.3
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	813	802	82	580	576	199	499	510	83	767	342
V/C Ratio(X)	0.94	0.34	0.34	0.78	0.55	0.55	0.87	0.69	0.69	0.78	0.50	0.84
Avail Cap(c_a), veh/h	315	813	802	243	580	576	272	499	510	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	2.0	2.0	58.4	44.7	44.8	52.2	37.9	37.9	56.5	40.9	44.7
Incr Delay (d2), s/veh	33.1	1.0	1.1	5.5	3.5	3.6	9.3	2.5	2.5	5.9	0.7	13.2
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	9.8	0.7	0.7	2.1	10.3	10.3	5.6	9.3	9.5	2.1	5.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	3.0	3.1	63.9	48.2	48.4	61.5	40.4	40.4	62.4	41.6	57.9
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		843			700			866			735	
Approach Delay, s/veh		26.8			49.7			44.6			49.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	61.0	18.0	31.2	26.0	44.9	10.0	39.2
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.4	3.7	13.7	23.3	21.8	23.0	6.4	23.2
Green Ext Time (p_c), s	0.0	5.3	0.1	3.3	0.0	2.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Future Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	100	476	43	27	585	151	51	124	39	23	83	101
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	2241	202	34	1763	454	82	159	45	52	122	134
Arrive On Green	0.14	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3210	289	1734	2724	701	269	946	271	110	728	799
Grp Volume(v), veh/h	100	256	263	27	371	365	214	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1695	1486	0	0	1637	0	0
Q Serve(g_s), s	6.7	0.0	0.0	1.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.9	0.0	0.0	17.0	0.0	0.0	14.3	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	0.24		0.18	0.11		0.49
Lane Grp Cap(c), veh/h	123	1208	1235	34	1120	1097	287	0	0	308	0	0
V/C Ratio(X)	0.81	0.21	0.21	0.79	0.33	0.33	0.75	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	214	1208	1235	214	1120	1097	500	0	0	524	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	57.4	0.0	0.0	48.4	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.4	0.4	28.7	0.7	0.7	3.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.1	1.1	0.2	0.2	6.5	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.4	0.4	86.1	0.7	0.7	52.2	0.0	0.0	50.0	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		619			763			214			207	
Approach Delay, s/veh		10.4			3.7			52.2			50.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.7		24.7	12.7	82.6		24.7
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.3	8.7	2.0		19.0
Green Ext Time (p_c), s	0.0	3.5		1.2	0.1	5.5		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Future Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	89	300	77	133	456	84	139	768	71	158	676	84
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	1133	286	557	1256	230	166	855	79	185	963	429
Arrive On Green	0.09	0.83	0.83	0.06	0.43	0.43	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2736	691	1734	2920	535	1734	3202	296	1734	3460	1543
Grp Volume(v), veh/h	89	188	189	133	269	271	139	415	424	158	676	84
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1725	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Cycle Q Clear(g_c), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Prop In Lane	1.00		0.41	1.00		0.31	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	417	716	702	557	744	742	166	462	472	185	963	429
V/C Ratio(X)	0.21	0.26	0.27	0.24	0.36	0.37	0.84	0.90	0.90	0.85	0.70	0.20
Avail Cap(c_a), veh/h	583	716	702	694	744	742	315	492	502	315	983	439
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.3	6.3	18.0	23.1	23.1	53.4	42.4	42.4	52.7	38.8	33.1
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.1	1.4	1.4	4.3	18.7	18.5	4.4	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	1.1	2.1	5.4	5.5	4.3	14.2	14.4	4.9	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.2	7.2	18.1	24.4	24.5	57.6	61.1	60.9	57.1	41.2	33.3
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		466			673			978			918	
Approach Delay, s/veh		9.3			23.2			60.5			43.2	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	54.6	15.7	38.3	9.5	56.5	17.0	36.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 7	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.2	5.0	11.5	23.0	5.5	14.7	12.7	29.8
Green Ext Time (p_c), s	0.1	1.9	0.1	4.2	0.1	2.5	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	8	9	90	18	72	26	92	62	149	70	206
Future Vol, veh/h	9	8	9	90	18	72	26	92	62	149	70	206
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	10	99	20	79	29	101	68	164	77	226
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.4	10.2	10	11
HCM LOS	A	B	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	91%	0%	100%	0%
Vol Thru, %	0%	60%	0%	47%	9%	11%	0%	25%
Vol Right, %	0%	40%	0%	53%	0%	89%	0%	75%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	154	9	17	99	81	149	276
LT Vol	26	0	9	0	90	0	149	0
Through Vol	0	92	0	8	9	9	0	70
RT Vol	0	62	0	9	0	72	0	206
Lane Flow Rate	29	169	10	19	109	89	164	303
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.05	0.258	0.019	0.032	0.202	0.138	0.273	0.41
Departure Headway (Hd)	6.279	5.489	7.036	6.151	6.677	5.587	5.993	4.863
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	657	510	583	540	644	603	731
Service Time	3.999	3.209	4.76	3.875	4.393	3.303	3.693	2.662
HCM Lane V/C Ratio	0.051	0.257	0.02	0.033	0.202	0.138	0.272	0.415
HCM Control Delay	9.3	10.1	9.9	9.1	11.1	9.2	10.9	11.1
HCM Lane LOS	A	B	A	A	B	A	B	B
HCM 95th-tile Q	0.2	1	0.1	0.1	0.7	0.5	1.1	2

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	201	168	95	85	22
Future Vol, veh/h	28	201	168	95	85	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	236	198	112	100	26
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.3	8.9	9.5
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	29%	0%	0%	0%	79%
Vol Thru, %	71%	100%	100%	37%	0%
Vol Right, %	0%	0%	0%	63%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	134	112	151	107
LT Vol	28	0	0	0	85
Through Vol	67	134	112	56	0
RT Vol	0	0	0	95	22
Lane Flow Rate	112	158	132	178	126
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.164	0.225	0.188	0.231	0.183
Departure Headway (Hd)	5.298	5.149	5.13	4.687	5.231
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	676	695	698	764	684
Service Time	3.041	2.892	2.87	2.427	3.277
HCM Lane V/C Ratio	0.166	0.227	0.189	0.233	0.184
HCM Control Delay	9.1	9.4	9.1	8.8	9.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.9	0.7	0.9	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	133	136	53	139	41	38	571	63	23	377	48
Future Volume (veh/h)	49	133	136	53	139	41	38	571	63	23	377	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	54	146	149	58	153	45	42	627	69	25	414	53
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	69	962	858	75	1485	423	54	740	81	33	690	88
Arrive On Green	0.04	0.56	0.56	0.04	0.56	0.56	0.03	0.24	0.24	0.02	0.22	0.22
Sat Flow, veh/h	1734	1730	1543	1734	2657	757	1734	3144	345	1734	3088	393
Grp Volume(v), veh/h	54	146	149	58	98	100	42	345	351	25	231	236
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1685	1734	1730	1759	1734	1730	1750
Q Serve(g_s), s	3.7	4.9	5.7	4.0	3.2	3.3	2.9	22.8	22.9	1.7	14.4	14.5
Cycle Q Clear(g_c), s	3.7	4.9	5.7	4.0	3.2	3.3	2.9	22.8	22.9	1.7	14.4	14.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.20	1.00		0.22
Lane Grp Cap(c), veh/h	69	962	858	75	967	942	54	408	414	33	387	391
V/C Ratio(X)	0.78	0.15	0.17	0.78	0.10	0.11	0.78	0.85	0.85	0.76	0.60	0.60
Avail Cap(c_a), veh/h	228	962	858	228	967	942	272	525	534	272	525	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	0.63	0.63	0.63	0.83	0.83	0.83
Uniform Delay (d), s/veh	57.1	12.9	13.1	56.8	12.4	12.4	57.7	43.8	43.8	58.6	41.8	41.8
Incr Delay (d2), s/veh	16.7	0.3	0.4	15.7	0.2	0.2	14.2	6.4	6.5	25.8	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.0	2.1	2.1	1.3	1.3	1.5	10.5	10.7	1.0	6.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	13.3	13.5	72.6	12.6	12.6	72.0	50.2	50.3	84.4	43.0	43.1
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		349			256			738			492	
Approach Delay, s/veh		22.7			26.2			51.5			45.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	7.9	31.4	9.0	71.7	6.5	32.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.0	7.7	4.9	16.5	5.7	5.3	3.7	24.9
Green Ext Time (p_c), s	0.1	1.8	0.1	2.7	0.1	1.1	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	17	21	152	101	121
Future Vol, veh/h	31	17	21	152	101	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	19	23	169	112	134

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	394	179	246	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	611	864	1320	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	599	864	1320	-	-	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1320	-	599	864	-	-
HCM Lane V/C Ratio	0.018	-	0.058	0.022	-	-
HCM Control Delay (s)	7.8	0	11.4	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	135	28	32	299	80	66	85	21	40	51	19
Future Volume (veh/h)	0	135	28	32	299	80	66	85	21	40	51	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	148	31	35	329	88	73	93	23	44	56	21
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	497	102	134	1292	362	201	175	43	170	157	59
Arrive On Green	0.00	0.17	0.17	0.51	0.51	0.51	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	0	2952	585	262	2530	710	1322	1410	349	1276	1262	473
Grp Volume(v), veh/h	0	88	91	242	0	210	73	0	116	44	0	77
Grp Sat Flow(s),veh/h/ln	0	1730	1716	1808	0	1693	1322	0	1758	1276	0	1736
Q Serve(g_s), s	0.0	3.5	3.7	6.0	0.0	5.5	4.3	0.0	4.9	2.7	0.0	3.3
Cycle Q Clear(g_c), s	0.0	3.5	3.7	6.0	0.0	5.5	7.5	0.0	4.9	7.6	0.0	3.3
Prop In Lane	0.00		0.34	0.14		0.42	1.00		0.20	1.00		0.27
Lane Grp Cap(c), veh/h	0	301	298	923	0	865	201	0	219	170	0	216
V/C Ratio(X)	0.00	0.29	0.30	0.26	0.00	0.24	0.36	0.00	0.53	0.26	0.00	0.36
Avail Cap(c_a), veh/h	0	301	298	923	0	865	448	0	547	408	0	540
HCM Platoon Ratio	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	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	28.8	11.1	0.0	10.9	35.5	0.0	32.8	36.4	0.0	32.1
Incr Delay (d2), s/veh	0.0	2.5	2.6	0.7	0.0	0.7	0.4	0.0	0.7	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.7	2.4	0.0	2.1	1.4	0.0	2.1	0.8	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.2	31.5	11.7	0.0	11.6	36.0	0.0	33.6	36.7	0.0	32.5
LnGrp LOS	A	C	C	B	A	B	D	A	C	D	A	C
Approach Vol, veh/h		179			452			189			121	
Approach Delay, s/veh		31.4			11.7			34.5			34.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.0		15.0		19.0		15.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		8.0		9.6		5.7		9.5				
Green Ext Time (p_c), s		1.7		0.3		0.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	137	61	257	241	0	0	0	0	295	3	172
Future Volume (veh/h)	0	137	61	257	241	0	0	0	0	295	3	172
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	156	69	292	274	0				397	0	131
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1922	770	369	2490	0				531	0	236
Arrive On Green	0.00	0.55	0.55	0.11	0.72	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	3651	1397	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	147	78	292	274	0				397	0	131
Grp Sat Flow(s),veh/h/ln	0	1657	1570	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	1.7	1.9	6.8	1.9	0.0				8.8	0.0	6.3
Cycle Q Clear(g_c), s	0.0	1.7	1.9	6.8	1.9	0.0				8.8	0.0	6.3
Prop In Lane	0.00		0.89	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1827	865	369	2490	0				531	0	236
V/C Ratio(X)	0.00	0.08	0.09	0.79	0.11	0.00				0.75	0.00	0.55
Avail Cap(c_a), veh/h	0	1827	865	379	2490	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.4	8.5	34.7	3.4	0.0				32.4	0.0	31.4
Incr Delay (d2), s/veh	0.0	0.1	0.2	8.3	0.1	0.0				2.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.6	3.1	0.5	0.0				3.7	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.5	8.7	43.0	3.5	0.0				34.5	0.0	33.4
LnGrp LOS	A	A	A	D	A	A				C	A	C
Approach Vol, veh/h		225			566						528	
Approach Delay, s/veh		8.6			23.9						34.3	
Approach LOS		A			C						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		62.7		17.3	13.5	49.2						
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1						
Max Green Setting (Gmax), s		48.4		21.4	* 9	34.7						
Max Q Clear Time (g_c+I1), s		3.9		10.8	8.8	3.9						
Green Ext Time (p_c), s		1.3		1.5	0.0	1.0						

Intersection Summary		
HCM 6th Ctrl Delay		25.4
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	346	0	0	365	325	135	28	391	0	0	0
Future Volume (veh/h)	85	346	0	0	365	325	135	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	90	368	0	0	388	346	106	0	477			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	267	1808	0	0	564	498	380	0	677			
Arrive On Green	0.08	0.52	0.00	0.00	0.32	0.32	0.22	0.00	0.22			
Sat Flow, veh/h	3365	3551	0	0	1830	1536	1734	0	3087			
Grp Volume(v), veh/h	90	368	0	0	386	348	106	0	477			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1545	1734	0	1543			
Q Serve(g_s), s	1.0	2.2	0.0	0.0	7.7	7.8	2.0	0.0	5.6			
Cycle Q Clear(g_c), s	1.0	2.2	0.0	0.0	7.7	7.8	2.0	0.0	5.6			
Prop In Lane	1.00		0.00	0.00		0.99	1.00		1.00			
Lane Grp Cap(c), veh/h	267	1808	0	0	561	501	380	0	677			
V/C Ratio(X)	0.34	0.20	0.00	0.00	0.69	0.69	0.28	0.00	0.70			
Avail Cap(c_a), veh/h	426	3222	0	0	1186	1059	790	0	1406			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.2	5.0	0.0	0.0	11.6	11.6	12.8	0.0	14.2			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.6	0.7	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			
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	0.0	2.4	2.1	0.7	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	5.1	0.0	0.0	12.2	12.3	13.0	0.0	14.7			
LnGrp LOS	B	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		458			734			583				
Approach Delay, s/veh		7.5			12.2			14.4				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	7.8	17.9		13.8		25.8			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	3.0	9.8		7.6		4.2			
Green Ext Time (p_c), s	0.0	3.0		1.0		1.7			

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	664	4	17	540	60	22	7	12	66	7	131
Future Volume (veh/h)	65	664	4	17	540	60	22	7	12	66	7	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	74	755	5	19	614	68	25	8	14	75	8	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	2307	15	29	1936	214	52	18	31	188	9	160
Arrive On Green	0.05	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3524	23	1734	3141	347	1734	594	1040	1734	79	1476
Grp Volume(v), veh/h	74	371	389	19	338	344	25	0	22	75	0	157
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1759	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.0	9.0	9.0	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Cycle Q Clear(g_c), s	4.0	9.0	9.0	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Prop In Lane	1.00		0.01	1.00		0.20	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	95	1133	1190	29	1066	1084	52	0	49	188	0	169
V/C Ratio(X)	0.78	0.33	0.33	0.66	0.32	0.32	0.48	0.00	0.45	0.40	0.00	0.93
Avail Cap(c_a), veh/h	267	1133	1190	267	1066	1084	441	0	415	188	0	169
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	7.3	7.3	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.4
Incr Delay (d2), s/veh	12.1	0.7	0.7	22.4	0.8	0.7	6.9	0.0	6.4	1.4	0.0	49.7
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	2.0	3.2	3.4	0.6	0.2	0.2	0.7	0.0	0.6	1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	8.0	8.0	68.5	0.8	0.7	52.7	0.0	52.2	41.3	0.0	92.2
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		834			701			47			232	
Approach Delay, s/veh		12.3			2.6			52.5			75.7	
Approach LOS		B			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	67.8		15.0	9.5	64.1		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.0	11.0		11.6	6.0	2.0		3.4
Green Ext Time (p_c), s	0.0	4.5		0.0	0.1	4.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	705	18	6	513	33	20	12	21	21	19	35
Future Volume (veh/h)	19	705	18	6	513	33	20	12	21	21	19	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	22	801	20	7	583	38	23	14	24	24	22	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	898	22	744	2236	146	29	18	30	31	28	52
Arrive On Green	0.04	0.52	0.52	0.43	0.68	0.68	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3450	86	1734	3298	215	630	384	658	463	424	772
Grp Volume(v), veh/h	22	402	419	7	305	316	61	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1806	1734	1730	1783	1671	0	0	1659	0	0
Q Serve(g_s), s	1.2	20.0	20.0	0.2	6.6	6.7	3.5	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	20.0	20.0	0.2	6.6	6.7	3.5	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.38		0.39	0.28		0.47
Lane Grp Cap(c), veh/h	32	450	470	744	1173	1208	77	0	0	111	0	0
V/C Ratio(X)	0.69	0.89	0.89	0.01	0.26	0.26	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	529	744	1173	1208	181	0	0	422	0	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	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.8	21.8	15.7	6.0	6.0	45.3	0.0	0.0	44.1	0.0	0.0
Incr Delay (d2), s/veh	8.8	21.7	21.0	0.0	0.5	0.5	6.6	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.0	8.2	0.1	2.3	2.4	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	43.5	42.8	15.7	6.6	6.5	51.9	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		843			628			61			86	
Approach Delay, s/veh		43.5			6.7			51.9			48.4	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	29.9		11.0	6.0	70.0		9.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	14.8	* 28		24.4	* 15	28.1		10.4				
Max Q Clear Time (g_c+I1), s	2.2	22.0		6.9	3.2	8.7		5.5				
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	4.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	442	99	145	337	98	150	524	157	79	432	93
Future Volume (veh/h)	130	442	99	145	337	98	150	524	157	79	432	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	146	497	111	163	379	110	169	589	176	89	485	104
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	206	1863	831	221	1441	413	228	709	418	141	620	371
Arrive On Green	0.06	0.54	0.54	0.13	1.00	1.00	0.14	0.41	0.41	0.04	0.18	0.18
Sat Flow, veh/h	3365	3460	1543	3365	2653	761	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	146	497	111	163	245	244	169	589	176	89	485	104
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1684	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.1	9.3	4.3	5.6	0.0	0.0	5.8	18.3	9.6	3.1	16.1	6.6
Cycle Q Clear(g_c), s	5.1	9.3	4.3	5.6	0.0	0.0	5.8	18.3	9.6	3.1	16.1	6.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1863	831	221	939	914	228	709	418	141	620	371
V/C Ratio(X)	0.71	0.27	0.13	0.74	0.26	0.27	0.74	0.83	0.42	0.63	0.78	0.28
Avail Cap(c_a), veh/h	471	1863	831	471	939	914	499	1078	582	471	1050	563
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.91	0.91	0.91	0.84	0.84	0.84	0.80	0.80	0.80
Uniform Delay (d), s/veh	55.3	14.9	13.8	51.1	0.0	0.0	50.9	33.5	26.3	56.6	47.0	37.1
Incr Delay (d2), s/veh	4.2	0.3	0.3	4.3	0.6	0.6	4.0	2.9	0.6	3.7	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.7	1.6	2.4	0.2	0.2	2.4	6.5	3.1	1.4	7.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	15.3	14.1	55.5	0.6	0.6	54.9	36.4	26.9	60.3	48.8	37.5
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	D
Approach Vol, veh/h		754			652			934			678	
Approach Delay, s/veh		23.6			14.3			38.0			48.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	69.5	12.3	26.1	11.5	70.0	9.2	29.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	7.8	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.6	11.3	7.8	18.1	7.1	2.0	5.1	20.3
Green Ext Time (p_c), s	0.3	3.6	0.4	3.4	0.3	3.2	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Future Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	96	676	14	20	716	155	25	49	32	145	49	94
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	685	2257	1007	28	757	164	33	152	129	172	298	252
Arrive On Green	0.79	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.16	0.16
Sat Flow, veh/h	1734	3460	1543	1734	2829	612	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	96	676	14	20	438	433	25	49	32	145	49	94
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1711	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	685	2257	1007	28	463	458	33	152	129	172	298	252
V/C Ratio(X)	0.14	0.30	0.01	0.71	0.95	0.95	0.76	0.32	0.25	0.84	0.16	0.37
Avail Cap(c_a), veh/h	685	2257	1007	228	463	458	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	59.4	53.8	53.9	58.6	51.8	51.5	53.1	43.1	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.5	26.4	26.7	30.1	1.2	1.0	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	17.5	17.3	1.0	1.4	0.9	4.5	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.3	0.0	68.9	80.3	80.6	88.7	53.0	52.5	57.4	43.4	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		786			891			106			288	
Approach Delay, s/veh		1.2			80.2			61.3			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	83.2	6.5	24.2	52.3	37.0	16.1	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.6	2.0	3.7	4.8	3.6	32.2	11.9	5.0
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	0.0	0.1	0.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Future Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	180	452	96	86	553	138	145	727	58	142	648	135
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	243	1275	269	137	1144	285	172	850	68	169	901	402
Arrive On Green	0.02	0.15	0.15	0.04	0.42	0.42	0.10	0.26	0.26	0.10	0.26	0.26
Sat Flow, veh/h	3365	2843	600	3365	2746	683	1734	3246	259	1734	3460	1543
Grp Volume(v), veh/h	180	274	274	86	348	343	145	387	398	142	648	135
Grp Sat Flow(s),veh/h/ln	1682	1730	1713	1682	1730	1698	1734	1730	1775	1734	1730	1543
Q Serve(g_s), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Cycle Q Clear(g_c), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Prop In Lane	1.00		0.35	1.00		0.40	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	243	776	768	137	721	708	172	453	465	169	901	402
V/C Ratio(X)	0.74	0.35	0.36	0.63	0.48	0.49	0.84	0.85	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	776	768	443	721	708	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	35.5	35.6	56.7	25.5	25.6	53.1	42.1	42.1	53.3	40.4	36.0
Incr Delay (d2), s/veh	4.1	1.2	1.2	4.7	2.3	2.4	19.1	9.8	9.6	18.3	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.2	8.2	1.4	7.6	7.5	5.2	12.0	12.3	5.0	8.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.7	36.8	61.4	27.8	28.0	72.2	51.9	51.7	71.6	42.0	36.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		728			777			930			925	
Approach Delay, s/veh		42.9			31.6			55.0			45.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	58.7	16.1	36.1	12.9	54.9	15.9	36.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.0	19.3	11.9	22.5	8.4	19.7	11.7	27.6
Green Ext Time (p_c), s	0.1	2.4	0.1	4.5	0.3	3.1	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	10	45	75	4	37
Future Vol, veh/h	53	10	45	75	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	11	49	82	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	203	35
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1530	-	767	1030
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1530	-	742	1030
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	1030	-	-	1530	-
HCM Lane V/C Ratio	0.006	0.039	-	-	0.032	-
HCM Control Delay (s)	9.9	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	37.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	82	23	362	118	60	43	137	288	18	85	7
Future Vol, veh/h	4	82	23	362	118	60	43	137	288	18	85	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	92	26	407	133	67	48	154	324	20	96	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	13	38.2	48.3	13.9
HCM LOS	B	E	E	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	32%	0%	100%	54%	0%	100%	40%	0%	92%
Vol Right, %	0%	68%	0%	0%	46%	0%	0%	60%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	425	4	55	50	362	79	99	18	92
LT Vol	43	0	4	0	0	362	0	0	18	0
Through Vol	0	137	0	55	27	0	79	39	0	85
RT Vol	0	288	0	0	23	0	0	60	0	7
Lane Flow Rate	48	478	4	61	57	407	88	112	20	103
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.108	0.936	0.012	0.152	0.134	0.907	0.185	0.22	0.052	0.247
Departure Headway (Hd)	8.035	7.057	9.4	8.881	8.549	8.03	7.517	7.084	9.169	8.607
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	511	379	402	417	451	476	504	389	416
Service Time	5.795	4.816	7.195	6.676	6.343	5.801	5.287	4.854	6.958	6.396
HCM Lane V/C Ratio	0.108	0.935	0.011	0.152	0.137	0.902	0.185	0.222	0.051	0.248
HCM Control Delay	11.8	52	12.3	13.3	12.7	51.1	12	11.9	12.5	14.2
HCM Lane LOS	B	F	B	B	B	F	B	B	B	B
HCM 95th-tile Q	0.4	11.5	0	0.5	0.5	10	0.7	0.8	0.2	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	369	38	222	329	0	0	0	0	316	0	221
Future Volume (veh/h)	0	369	38	222	329	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	415	43	249	370	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1045	107	194	1608	0				465	0	413
Arrive On Green	0.00	0.23	0.23	0.11	0.46	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4748	467	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	298	160	249	370	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.5	3.6	5.1	2.9	0.0				8.6	0.0	6.4
Cycle Q Clear(g_c), s	0.0	3.5	3.6	5.1	2.9	0.0				8.6	0.0	6.4
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	755	396	194	1608	0				465	0	413
V/C Ratio(X)	0.00	0.39	0.40	1.28	0.23	0.00				0.76	0.00	0.60
Avail Cap(c_a), veh/h	0	2216	1162	194	3133	0				627	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	20.3	7.3	0.0				15.4	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.6	1.1	161.0	0.1	0.0				3.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	10.5	0.8	0.0				3.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	16.1	181.3	7.4	0.0				19.2	0.0	16.0
LnGrp LOS	A	B	B	F	A	A				B	A	B
Approach Vol, veh/h		458			619						603	
Approach Delay, s/veh		15.7			77.4						17.9	
Approach LOS		B			E						B	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	27.3	18.3	10.8	16.5
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	4.9	10.6	7.1	5.6
Green Ext Time (p_c), s	4.4	1.6	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	544	0	0	451	447	111	3	351	0	0	0
Future Volume (veh/h)	101	544	0	0	451	447	111	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	111	598	0	0	496	491	122	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	139	1896	0	0	654	583	440	11	401			
Arrive On Green	0.08	0.55	0.00	0.00	0.38	0.38	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1695	42	1543			
Grp Volume(v), veh/h	111	598	0	0	496	491	125	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1736	0	1543			
Q Serve(g_s), s	4.0	6.0	0.0	0.0	15.9	18.4	3.6	0.0	15.7			
Cycle Q Clear(g_c), s	4.0	6.0	0.0	0.0	15.9	18.4	3.6	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	139	1896	0	0	654	583	451	0	401			
V/C Ratio(X)	0.80	0.32	0.00	0.00	0.76	0.84	0.28	0.00	0.96			
Avail Cap(c_a), veh/h	139	1979	0	0	695	620	451	0	401			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.7	7.8	0.0	0.0	17.2	18.0	18.7	0.0	23.2			
Incr Delay (d2), s/veh	24.9	0.2	0.0	0.0	5.3	10.6	0.1	0.0	34.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	1.9	0.0	0.0	6.6	7.5	1.4	0.0	9.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	8.0	0.0	0.0	22.5	28.6	18.9	0.0	58.1			
LnGrp LOS	D	A	A	A	C	C	B	A	E			
Approach Vol, veh/h		709			987			511				
Approach Delay, s/veh		15.1			25.5			48.5				
Approach LOS		B			C			D				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.8	30.1		22.6		40.9						
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1						
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3						
Max Q Clear Time (g_c+I1), s	6.0	20.4		17.7		8.0						
Green Ext Time (p_c), s	0.0	3.6		0.0		7.1						

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	592	14	11	550	7	118	23	9	18	14	30
Future Vol, veh/h	42	592	14	11	550	7	118	23	9	18	14	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	658	16	12	611	8	131	26	10	20	16	33
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	19.6	17.2	13.6	11.3
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	12%	0%	4%	0%	29%
Vol Thru, %	15%	88%	95%	96%	98%	23%
Vol Right, %	6%	0%	5%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	338	310	286	282	62
LT Vol	118	42	0	11	0	18
Through Vol	23	296	296	275	275	14
RT Vol	9	0	14	0	7	30
Lane Flow Rate	167	376	344	318	313	69
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.327	0.664	0.6	0.568	0.557	0.136
Departure Headway (Hd)	7.066	6.369	6.273	6.434	6.397	7.114
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	563	572	556	561	500
Service Time	5.14	4.143	4.047	4.213	4.175	5.209
HCM Lane V/C Ratio	0.329	0.668	0.601	0.572	0.558	0.138
HCM Control Delay	13.6	21	18.1	17.4	17	11.3
HCM Lane LOS	B	C	C	C	C	B
HCM 95th-tile Q	1.4	4.9	3.9	3.5	3.4	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	420	252	46	308	40	146	596	54	44	535	81
Future Volume (veh/h)	113	420	252	46	308	40	146	596	54	44	535	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	127	472	283	52	346	45	164	670	61	49	601	91
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	153	525	313	67	623	80	191	1000	91	430	1568	699
Arrive On Green	0.09	0.25	0.25	0.04	0.20	0.20	0.11	0.31	0.31	0.25	0.45	0.45
Sat Flow, veh/h	1734	2084	1243	1734	3082	398	1734	3207	292	1734	3460	1543
Grp Volume(v), veh/h	127	391	364	52	193	198	164	361	370	49	601	91
Grp Sat Flow(s),veh/h/ln	1734	1730	1597	1734	1730	1750	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	8.6	26.3	26.5	3.6	12.0	12.2	11.2	21.8	21.8	2.6	13.8	4.1
Cycle Q Clear(g_c), s	8.6	26.3	26.5	3.6	12.0	12.2	11.2	21.8	21.8	2.6	13.8	4.1
Prop In Lane	1.00		0.78	1.00		0.23	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	153	436	402	67	350	354	191	539	551	430	1568	699
V/C Ratio(X)	0.83	0.90	0.90	0.78	0.55	0.56	0.86	0.67	0.67	0.11	0.38	0.13
Avail Cap(c_a), veh/h	243	467	431	243	467	472	286	539	551	430	1568	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.8	43.4	43.5	57.2	43.0	43.1	52.5	35.9	35.9	34.9	21.7	19.1
Incr Delay (d2), s/veh	6.6	19.2	21.3	7.2	1.4	1.4	10.6	6.5	6.4	0.0	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	4.0	13.5	12.8	1.7	5.3	5.4	5.4	10.1	10.3	1.1	5.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	62.6	64.8	64.4	44.4	44.5	63.0	42.4	42.3	34.9	22.3	19.4
LnGrp LOS	E	E	E	E	D	D	E	D	D	C	C	B
Approach Vol, veh/h		882			443			895			741	
Approach Delay, s/veh		63.2			46.8			46.2			22.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	34.8	17.4	59.0	14.8	28.9	34.4	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 13	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	5.6	28.5	13.2	15.8	10.6	14.2	4.6	23.8
Green Ext Time (p_c), s	0.0	1.8	0.1	4.9	0.1	2.1	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	209	141	183	110	129
Future Vol, veh/h	177	209	141	183	110	129
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	235	158	206	124	145
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	10.8	11.6	12
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	183	177	105	105	110	129
LT Vol	0	0	177	0	0	110	0
Through Vol	141	0	0	0	0	0	129
RT Vol	0	183	0	105	105	0	0
Lane Flow Rate	158	206	199	117	117	124	145
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.286	0.33	0.375	0.182	0.125	0.245	0.267
Departure Headway (Hd)	6.491	5.783	6.792	5.58	3.828	7.134	6.628
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	621	529	642	931	503	541
Service Time	4.242	3.533	4.538	3.325	1.573	4.888	4.381
HCM Lane V/C Ratio	0.286	0.332	0.376	0.182	0.126	0.247	0.268
HCM Control Delay	11.8	11.4	13.6	9.6	7.1	12.2	11.8
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	1.2	1.4	1.7	0.7	0.4	1	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	88	127	88	198	2	179	16	168	4	14	7
Future Volume (veh/h)	34	88	127	88	198	2	179	16	168	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	48	124	179	124	279	3	252	23	237	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	684	305	179	865	9	588	35	448	157	321	135
Arrive On Green	0.05	0.20	0.20	0.10	0.25	0.25	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1734	3460	1543	1734	3507	38	1306	119	1543	103	1105	465
Grp Volume(v), veh/h	48	124	179	124	138	144	275	0	237	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1814	1425	0	1543	1673	0	0
Q Serve(g_s), s	0.9	1.0	3.5	2.3	2.1	2.1	5.0	0.0	4.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.0	3.5	2.3	2.1	2.1	5.5	0.0	4.2	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.92		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	94	684	305	179	427	447	623	0	448	613	0	0
V/C Ratio(X)	0.51	0.18	0.59	0.69	0.32	0.32	0.44	0.00	0.53	0.06	0.00	0.00
Avail Cap(c_a), veh/h	316	1889	842	447	1076	1128	1068	0	936	1112	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	11.0	12.0	14.3	10.2	10.2	10.2	0.0	9.8	8.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.1	1.8	4.8	0.4	0.4	0.5	0.0	1.0	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	0.4	0.3	1.1	0.9	0.7	0.7	1.3	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	11.1	13.8	19.1	10.6	10.6	10.7	0.0	10.8	8.5	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	A	A	A
Approach Vol, veh/h		351			406			512			36	
Approach Delay, s/veh		13.6			13.2			10.8			8.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.1	7.9	11.0	14.1	6.3	12.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	7.5	4.3	5.5	2.5	2.9	4.1
Green Ext Time (p_c), s	2.0	0.1	1.1	0.1	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	43	51	22	11	14
Future Vol, veh/h	86	43	51	22	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	47	55	24	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	251	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	738	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	709	935
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	1443	-
HCM Lane V/C Ratio	0.033	-	-	0.038	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	43	51	114	11	14
Future Vol, veh/h	70	43	51	114	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	47	55	124	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	334	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	661	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	635	956
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	782	-	-	1464	-
HCM Lane V/C Ratio	0.035	-	-	0.038	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	43	60	103	11	16
Future Vol, veh/h	28	43	60	103	11	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	47	65	112	12	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	296	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	695	1013
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	663	1013
Mov Cap-2 Maneuver	-	-	-	-	663	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	834	-	-	1522	-
HCM Lane V/C Ratio	0.035	-	-	0.043	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	132	182	410	116	11
Future Vol, veh/h	43	132	182	410	116	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	143	198	446	126	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	644	0	-	0	587	322
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	937	-	-	-	441	674
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	937	-	-	-	419	674
Mov Cap-2 Maneuver	-	-	-	-	498	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	937	-	-	-	498	674
HCM Lane V/C Ratio	0.05	-	-	-	0.253	0.018
HCM Control Delay (s)	9	-	-	-	14.7	10.4
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	155	545	188	0	47
Future Vol, veh/h	0	155	545	188	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	168	592	204	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	398
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	601
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	601
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	601
HCM Lane V/C Ratio	-	-	-	0.085
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	0	100	163	0	25
Future Vol, veh/h	41	0	100	163	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	0	109	177	0	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	440	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	574	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	530	1025
Mov Cap-2 Maneuver	-	-	-	-	530	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1563	-
HCM Lane V/C Ratio	0.027	-	-	0.07	-
HCM Control Delay (s)	8.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	248	688	177	0	45
Future Vol, veh/h	0	248	688	177	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	270	748	192	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	470
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	540
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	540
HCM Lane V/C Ratio	-	-	-	0.091
HCM Control Delay (s)	-	-	-	12.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	70	16	45	26	0	11	0	356	795	582	13
Future Volume (veh/h)	0	70	16	45	26	0	11	0	356	795	582	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	73	17	47	27	0	11	0	371	724	752	14
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	623	278	192	201	0	0	0	0	795	817	15
Arrive On Green	0.00	0.18	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.46	0.46	0.46
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1782	33
Grp Volume(v), veh/h	0	73	17	47	27	0		0.0		724	0	766
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1815
Q Serve(g_s), s	0.0	1.2	0.6	1.7	0.9	0.0				26.4	0.0	26.9
Cycle Q Clear(g_c), s	0.0	1.2	0.6	1.7	0.9	0.0				26.4	0.0	26.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.02
Lane Grp Cap(c), veh/h	0	623	278	192	201	0				795	0	832
V/C Ratio(X)	0.00	0.12	0.06	0.25	0.13	0.00				0.91	0.00	0.92
Avail Cap(c_a), veh/h	0	1518	677	624	655	0				853	0	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	23.2	27.7	27.4	0.0				17.2	0.0	17.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				12.7	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.2	0.7	0.4	0.0				12.0	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.4	23.2	27.9	27.5	0.0				29.8	0.0	30.8
LnGrp LOS	A	C	C	C	C	A				C	A	C
Approach Vol, veh/h		90			74						1490	
Approach Delay, s/veh		23.4			27.8						30.3	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		17.4		37.7		13.0						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		3.2		28.9		3.7						
Green Ext Time (p_c), s		0.3		2.3		0.1						

Intersection Summary		
HCM 6th Ctrl Delay		29.8
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	735	0	0	424	403	15	3	346	0	0	0
Future Volume (veh/h)	313	735	0	0	424	403	15	3	346	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	364	855	0	0	493	469	0	0	422			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	481	2245	0	0	732	653	0	314	531			
Arrive On Green	0.14	0.65	0.00	0.00	0.42	0.42	0.00	0.00	0.17			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	0	1821	3087			
Grp Volume(v), veh/h	364	855	0	0	493	469	0	0	422			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	0	1821	1543			
Q Serve(g_s), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Cycle Q Clear(g_c), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		1.00			
Lane Grp Cap(c), veh/h	481	2245	0	0	732	653	0	314	531			
V/C Ratio(X)	0.76	0.38	0.00	0.00	0.67	0.72	0.00	0.00	0.79			
Avail Cap(c_a), veh/h	1789	2245	0	0	908	810	0	636	1078			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	23.5	4.7	0.0	0.0	13.3	13.6	0.0	0.0	22.6			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	2.1	3.2	0.0	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			
%ile BackOfQ(50%),veh/ln	2.2	1.5	0.0	0.0	4.7	4.8	0.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	4.7	0.0	0.0	15.4	16.8	0.0	0.0	23.7			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1219			962			422				
Approach Delay, s/veh		10.6			16.1			23.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	12.9	29.2		14.9		42.1			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	8.3	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	7.9	16.3		9.5		8.6			
Green Ext Time (p_c), s	0.3	7.8		0.4		4.2			

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	964	86	48	692	18	103	2	31	12	8	7
Future Volume (veh/h)	15	964	86	48	692	18	103	2	31	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1220	109	61	876	23	130	3	39	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	2234	199	312	2437	64	206	4	268	53	33	17
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3213	286	1734	3445	90	874	20	1543	73	192	95
Grp Volume(v), veh/h	19	656	673	61	440	459	133	0	39	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1770	1734	1730	1805	895	0	1543	361	0	0
Q Serve(g_s), s	0.4	24.2	24.3	1.3	13.0	13.0	0.0	0.0	2.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	24.2	24.3	1.3	13.0	13.0	20.1	0.0	2.8	20.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	458	1203	1230	312	1224	1277	210	0	268	102	0	0
V/C Ratio(X)	0.04	0.55	0.55	0.20	0.36	0.36	0.63	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	643	1203	1230	476	1224	1277	295	0	361	194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	9.7	9.7	7.8	7.5	7.5	52.7	0.0	45.6	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	1.6	0.2	0.6	0.6	3.1	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.1	9.4	0.5	4.7	4.9	4.4	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	11.4	11.4	8.1	8.1	8.1	55.9	0.0	45.8	48.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1348			960			172			34	
Approach Delay, s/veh		11.3			8.1			53.6			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	95.1		27.1	6.2	96.7		27.1
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.3	26.3		22.5	2.4	15.0		22.1
Green Ext Time (p_c), s	0.1	13.0		0.0	0.0	7.1		0.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	480	249	74	327	88	146	375	65	60	423	278
Future Volume (veh/h)	261	480	249	74	327	88	146	375	65	60	423	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	314	578	300	89	394	106	176	452	78	72	510	335
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	315	933	484	112	828	220	203	922	158	92	859	383
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1734	2203	1142	1734	2703	719	1734	2953	507	1734	3460	1543
Grp Volume(v), veh/h	314	454	424	89	251	249	176	264	266	72	510	335
Grp Sat Flow(s),veh/h/ln	1734	1730	1615	1734	1730	1692	1734	1730	1730	1734	1730	1543
Q Serve(g_s), s	21.7	24.6	24.6	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.0
Cycle Q Clear(g_c), s	21.7	24.6	24.6	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.0
Prop In Lane	1.00		0.71	1.00		0.43	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	315	733	684	112	530	518	203	540	540	92	859	383
V/C Ratio(X)	1.00	0.62	0.62	0.79	0.47	0.48	0.87	0.49	0.49	0.79	0.59	0.87
Avail Cap(c_a), veh/h	315	733	684	243	530	518	272	540	540	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.97	0.97	0.97	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	27.0	27.0	57.9	44.8	44.9	52.1	33.5	33.5	56.2	39.8	43.3
Incr Delay (d2), s/veh	45.2	3.3	3.5	4.6	2.9	3.1	13.3	0.8	0.8	5.5	1.1	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	13.3	10.7	10.1	2.9	8.1	8.0	5.9	6.3	6.4	2.3	6.8	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.3	30.3	30.5	62.5	47.7	48.0	65.3	34.2	34.3	61.6	40.9	61.4
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1192			589			706			917	
Approach Delay, s/veh		47.2			50.1			42.0			50.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.4	18.2	34.4	26.0	41.4	10.5	42.1
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.1	26.6	14.0	27.0	23.7	18.7	6.9	17.0
Green Ext Time (p_c), s	0.1	4.3	0.1	2.8	0.0	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Future Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	51	707	53	45	579	65	29	108	52	15	108	68
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	2338	175	57	2233	250	57	138	61	42	140	83
Arrive On Green	0.08	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3263	244	1734	3137	351	167	1011	447	74	1028	609
Grp Volume(v), veh/h	51	375	385	45	319	325	189	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1777	1734	1730	1758	1626	0	0	1710	0	0
Q Serve(g_s), s	3.5	0.0	0.0	3.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.1	0.0	0.0	13.6	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.20	0.15		0.28	0.08		0.36
Lane Grp Cap(c), veh/h	65	1240	1273	57	1232	1252	256	0	0	265	0	0
V/C Ratio(X)	0.78	0.30	0.30	0.78	0.26	0.26	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1240	1273	228	1232	1252	391	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	55.6	0.0	0.0	50.5	0.0	0.0	50.4	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.5	0.5	18.8	0.5	0.5	4.1	0.0	0.0	3.7	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	1.7	0.2	0.2	1.6	0.2	0.2	5.8	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	0.5	0.5	74.4	0.5	0.5	54.6	0.0	0.0	54.0	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		811			689			189			191	
Approach Delay, s/veh		4.8			5.3			54.6			54.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	90.9		20.9	8.7	90.3		20.9
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.1	2.0		14.9	5.5	2.0		15.6
Green Ext Time (p_c), s	0.0	5.7		0.8	0.1	4.6		0.7

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Future Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	473	102	120	398	131	121	650	90	138	663	81
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	1268	272	401	1168	380	147	771	107	164	910	406
Arrive On Green	0.02	0.15	0.15	0.05	0.46	0.46	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	1734	2834	607	1734	2566	835	1734	3053	422	1734	3460	1543
Grp Volume(v), veh/h	99	288	287	120	267	262	121	368	372	138	663	81
Grp Sat Flow(s),veh/h/ln	1734	1730	1712	1734	1730	1671	1734	1730	1745	1734	1730	1543
Q Serve(g_s), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Cycle Q Clear(g_c), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Prop In Lane	1.00		0.35	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	449	774	766	401	787	760	147	437	441	164	910	406
V/C Ratio(X)	0.22	0.37	0.38	0.30	0.34	0.34	0.83	0.84	0.84	0.84	0.73	0.20
Avail Cap(c_a), veh/h	583	774	766	522	787	760	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	35.9	36.0	17.7	21.1	21.1	54.1	42.6	42.6	53.4	40.3	34.4
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.2	1.2	1.2	4.4	10.3	10.4	5.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.6	8.6	1.8	5.1	5.0	3.8	11.5	11.7	4.3	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	37.2	37.3	17.8	22.2	22.4	58.5	52.9	53.0	58.5	42.6	34.7
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		674			649			861			882	
Approach Delay, s/veh		34.4			21.5			53.7			44.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	58.6	14.3	36.4	9.7	59.5	15.6	35.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.5	20.2	10.2	23.0	5.7	14.2	11.4	26.3
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	187	28	32	99	5	81	6	58	70	301	293	10
Future Vol, veh/h	187	28	32	99	5	81	6	58	70	301	293	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	205	31	35	109	5	89	7	64	77	331	322	11
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.2	12.2	12.2	19.7
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	98%	0%	100%	0%
Vol Thru, %	0%	45%	0%	47%	2%	3%	0%	97%
Vol Right, %	0%	55%	0%	53%	0%	97%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	128	187	60	102	84	301	303
LT Vol	6	0	187	0	99	0	301	0
Through Vol	0	58	0	28	3	3	0	293
RT Vol	0	70	0	32	0	81	0	10
Lane Flow Rate	7	141	205	66	112	92	331	333
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.014	0.273	0.446	0.127	0.247	0.173	0.637	0.592
Departure Headway (Hd)	7.901	6.995	7.818	6.925	7.973	6.777	7.04	6.508
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	515	464	521	453	531	516	559
Service Time	5.626	4.72	5.518	4.625	5.688	4.492	4.74	4.208
HCM Lane V/C Ratio	0.015	0.274	0.442	0.127	0.247	0.173	0.641	0.596
HCM Control Delay	10.7	12.3	16.7	10.6	13.3	10.9	21.3	18.2
HCM Lane LOS	B	B	C	B	B	B	C	C
HCM 95th-tile Q	0	1.1	2.3	0.4	1	0.6	4.4	3.8

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	380	161	114	102	19
Future Vol, veh/h	31	380	161	114	102	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	447	189	134	120	22
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	11.3	9.6	10.4
HCM LOS	B	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	20%	0%	0%	0%	84%
Vol Thru, %	80%	100%	100%	32%	0%
Vol Right, %	0%	0%	0%	68%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	253	107	168	121
LT Vol	31	0	0	0	102
Through Vol	127	253	107	54	0
RT Vol	0	0	0	114	19
Lane Flow Rate	185	298	126	197	142
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.276	0.435	0.191	0.271	0.225
Departure Headway (Hd)	5.348	5.249	5.434	4.954	5.69
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	668	683	655	718	626
Service Time	3.118	3.018	3.21	2.729	3.772
HCM Lane V/C Ratio	0.277	0.436	0.192	0.274	0.227
HCM Control Delay	10.2	12	9.5	9.6	10.4
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	1.1	2.2	0.7	1.1	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	184	192	83	165	34	92	463	86	40	567	49
Future Volume (veh/h)	54	184	192	83	165	34	92	463	86	40	567	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	59	202	211	91	181	37	101	509	95	44	623	54
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	76	858	765	114	1486	298	125	789	147	56	746	65
Arrive On Green	0.04	0.50	0.50	0.07	0.52	0.52	0.07	0.27	0.27	0.03	0.23	0.23
Sat Flow, veh/h	1734	1730	1543	1734	2873	575	1734	2913	541	1734	3222	279
Grp Volume(v), veh/h	59	202	211	91	107	111	101	301	303	44	334	343
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1718	1734	1730	1724	1734	1730	1771
Q Serve(g_s), s	4.4	8.7	10.4	6.7	4.2	4.3	7.5	20.0	20.2	3.3	23.9	24.0
Cycle Q Clear(g_c), s	4.4	8.7	10.4	6.7	4.2	4.3	7.5	20.0	20.2	3.3	23.9	24.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.31	1.00		0.16
Lane Grp Cap(c), veh/h	76	858	765	114	895	889	125	469	467	56	401	410
V/C Ratio(X)	0.78	0.24	0.28	0.80	0.12	0.12	0.81	0.64	0.65	0.78	0.83	0.84
Avail Cap(c_a), veh/h	237	858	765	237	895	889	237	631	629	211	604	618
HCM Platoon Ratio	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.5	18.7	19.2	59.9	16.1	16.2	59.5	41.8	41.9	62.4	47.6	47.6
Incr Delay (d2), s/veh	15.5	0.6	0.9	12.1	0.3	0.3	9.7	1.2	1.2	15.2	4.6	4.6
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	3.7	3.9	3.3	1.7	1.8	3.6	8.7	8.8	1.7	10.8	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	19.4	20.0	72.1	16.4	16.5	69.2	43.0	43.1	77.6	52.1	52.2
LnGrp LOS	E	B	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		472			309			705			721	
Approach Delay, s/veh		26.9			32.8			46.8			53.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	69.0	13.5	34.7	9.9	71.9	8.4	39.8
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	8.7	12.4	9.5	26.0	6.4	6.3	5.3	22.2
Green Ext Time (p_c), s	0.1	2.4	0.1	4.1	0.1	1.2	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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

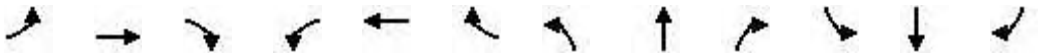
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	40	54	62	429	26
Future Vol, veh/h	121	40	54	62	429	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	44	60	69	477	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	681	492	506	0	-	0
Stage 1	492	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	416	577	1059	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	391	577	1059	-	-	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1059	-	391	577	-	-
HCM Lane V/C Ratio	0.057	-	0.344	0.077	-	-
HCM Control Delay (s)	8.6	0	19	11.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	461	88	18	173	20	36	28	32	170	238	52
Future Volume (veh/h)	0	461	88	18	173	20	36	28	32	170	238	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	507	97	20	190	22	40	31	35	187	262	57
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	504	96	119	1173	142	157	182	205	358	337	73
Arrive On Green	0.00	0.17	0.17	0.13	0.13	0.13	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	0	2991	552	296	2916	352	1061	781	882	1335	1449	315
Grp Volume(v), veh/h	0	302	302	122	0	110	40	0	66	187	0	319
Grp Sat Flow(s),veh/h/ln	0	1730	1722	1806	0	1758	1061	0	1662	1335	0	1764
Q Serve(g_s), s	0.0	13.9	13.9	4.8	0.0	4.4	2.9	0.0	2.5	10.4	0.0	13.5
Cycle Q Clear(g_c), s	0.0	13.9	13.9	4.8	0.0	4.4	16.5	0.0	2.5	12.9	0.0	13.5
Prop In Lane	0.00		0.32	0.16		0.20	1.00		0.53	1.00		0.18
Lane Grp Cap(c), veh/h	0	301	299	727	0	707	157	0	387	358	0	411
V/C Ratio(X)	0.00	1.00	1.01	0.17	0.00	0.16	0.25	0.00	0.17	0.52	0.00	0.78
Avail Cap(c_a), veh/h	0	301	299	727	0	707	241	0	517	463	0	549
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.1	22.8	0.0	22.7	36.5	0.0	24.5	29.7	0.0	28.7
Incr Delay (d2), s/veh	0.0	52.7	54.9	0.5	0.0	0.5	0.3	0.0	0.1	0.4	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	0.0	10.0	10.2	2.1	0.0	1.9	0.8	0.0	1.0	3.3	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	85.7	87.9	23.3	0.0	23.1	36.8	0.0	24.6	30.1	0.0	32.1
LnGrp LOS	A	F	F	C	A	C	D	A	C	C	A	C
Approach Vol, veh/h		604			232			106			506	
Approach Delay, s/veh		86.8			23.2			29.2			31.4	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.3	23.7	19.0	23.7
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	25.9	24.9	13.9	24.9
Max Q Clear Time (g_c+I1), s	6.8	15.5	15.9	18.5
Green Ext Time (p_c), s	0.8	1.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	453	214	367	106	0	0	0	0	376	1	105
Future Volume (veh/h)	0	453	214	367	106	0	0	0	0	376	1	105
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	515	243	417	120	0				464	0	80
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1771	807	379	2427	0				593	0	264
Arrive On Green	0.00	0.53	0.53	0.11	0.70	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3504	1522	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	511	247	417	120	0				464	0	80
Grp Sat Flow(s),veh/h/ln	0	1657	1547	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	6.8	7.1	9.0	0.9	0.0				10.2	0.0	3.6
Cycle Q Clear(g_c), s	0.0	6.8	7.1	9.0	0.9	0.0				10.2	0.0	3.6
Prop In Lane	0.00		0.98	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1758	820	379	2427	0				593	0	264
V/C Ratio(X)	0.00	0.29	0.30	1.10	0.05	0.00				0.78	0.00	0.30
Avail Cap(c_a), veh/h	0	1758	820	379	2427	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.29	0.29	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.4	10.5	35.5	3.7	0.0				31.7	0.0	29.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	70.0	0.0	0.0				2.3	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
%ile BackOfQ(50%),veh/ln	0.0	2.3	2.3	7.3	0.2	0.0				4.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.6	10.8	105.5	3.7	0.0				34.0	0.0	29.6
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		758			537						544	
Approach Delay, s/veh		10.6			82.7						33.4	
Approach LOS		B			F						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.2	18.8	13.7	47.5
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	2.9	12.2	11.0	9.1
Green Ext Time (p_c), s	0.5	1.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	540	0	0	420	451	47	1	366	0	0	0
Future Volume (veh/h)	295	540	0	0	420	451	47	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	311	568	0	0	442	475	33	0	403			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	362	2072	0	0	675	602	315	0	561			
Arrive On Green	0.11	0.60	0.00	0.00	0.39	0.39	0.18	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	1734	0	3087			
Grp Volume(v), veh/h	311	568	0	0	442	475	33	0	403			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1734	0	1543			
Q Serve(g_s), s	4.2	3.7	0.0	0.0	9.7	12.6	0.7	0.0	5.7			
Cycle Q Clear(g_c), s	4.2	3.7	0.0	0.0	9.7	12.6	0.7	0.0	5.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	362	2072	0	0	675	602	315	0	561			
V/C Ratio(X)	0.86	0.27	0.00	0.00	0.65	0.79	0.10	0.00	0.72			
Avail Cap(c_a), veh/h	362	2738	0	0	1008	899	671	0	1195			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.4	4.5	0.0	0.0	11.6	12.5	15.9	0.0	17.9			
Incr Delay (d2), s/veh	17.7	0.0	0.0	0.0	0.4	1.5	0.1	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			
%ile BackOfQ(50%),veh/ln	2.4	0.8	0.0	0.0	3.0	3.7	0.3	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	4.5	0.0	0.0	12.0	13.9	15.9	0.0	18.6			
LnGrp LOS	D	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		879			917			436				
Approach Delay, s/veh		16.4			13.0			18.4				
Approach LOS		B			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	23.2		13.6		32.9			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s*	5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	6.2	14.6		7.7		5.7			
Green Ext Time (p_c), s	0.0	3.5		0.8		2.7			

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	725	11	19	793	48	23	4	21	68	8	128
Future Volume (veh/h)	90	725	11	19	793	48	23	4	21	68	8	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	824	12	22	901	55	26	5	24	77	9	145
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2373	35	30	2067	126	51	8	39	210	11	177
Arrive On Green	0.07	0.68	0.68	0.03	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3491	51	1734	3313	202	1734	273	1312	1734	91	1466
Grp Volume(v), veh/h	102	408	428	22	471	485	26	0	29	77	0	154
Grp Sat Flow(s),veh/h/ln	1734	1730	1812	1734	1730	1785	1734	0	1585	1734	0	1557
Q Serve(g_s), s	7.0	11.9	11.9	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Cycle Q Clear(g_c), s	7.0	11.9	11.9	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	126	1176	1231	30	1080	1114	51	0	47	210	0	188
V/C Ratio(X)	0.81	0.35	0.35	0.73	0.44	0.44	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1176	1231	214	1080	1114	150	0	137	410	0	369
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	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	8.1	8.1	57.6	0.0	0.0	57.4	0.0	57.6	48.5	0.0	51.4
Incr Delay (d2), s/veh	10.8	0.8	0.7	27.4	1.2	1.2	7.5	0.0	12.5	1.1	0.0	8.4
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	3.4	4.4	4.6	0.9	0.4	0.4	0.9	0.0	1.0	2.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	8.8	8.8	85.0	1.2	1.2	64.9	0.0	70.0	49.6	0.0	59.8
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		938			978			55			231	
Approach Delay, s/veh		15.0			3.1			67.6			56.4	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	86.4		19.1	12.9	79.8		8.2
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	13.5	13.9		13.6	9.0	2.0		4.2
Green Ext Time (p_c), s	0.0	6.1		0.9	0.1	7.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	777	28	12	721	47	10	3	13	23	5	30
Future Volume (veh/h)	31	777	28	12	721	47	10	3	13	23	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	35	883	32	14	819	53	11	3	15	26	6	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1009	37	819	2472	160	13	4	18	33	8	44
Arrive On Green	0.05	0.59	0.59	0.47	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3406	123	1734	3299	213	621	169	847	645	149	843
Grp Volume(v), veh/h	35	449	466	14	429	443	29	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1799	1734	1730	1783	1638	0	0	1637	0	0
Q Serve(g_s), s	2.4	26.3	26.3	0.5	9.9	9.9	2.1	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	26.3	26.3	0.5	9.9	9.9	2.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.12	0.38		0.52	0.39		0.52
Lane Grp Cap(c), veh/h	44	513	533	819	1296	1336	35	0	0	84	0	0
V/C Ratio(X)	0.80	0.87	0.87	0.02	0.33	0.33	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	721	819	1296	1336	142	0	0	387	0	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)	0.93	0.93	0.93	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	22.6	22.6	16.8	5.0	5.0	58.5	0.0	0.0	56.2	0.0	0.0
Incr Delay (d2), s/veh	10.8	17.4	16.9	0.0	0.6	0.6	16.5	0.0	0.0	5.8	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	1.2	9.7	10.1	0.2	3.3	3.4	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	40.0	39.4	16.8	5.6	5.6	75.0	0.0	0.0	62.0	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		950			886			29			66	
Approach Delay, s/veh		40.7			5.8			75.0			62.0	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.6	40.5		10.8	7.2	94.8		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	28.3		6.8	4.4	11.9		4.1
Green Ext Time (p_c), s	0.0	7.2		0.2	0.0	8.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	436	223	223	519	80	230	453	164	131	562	117
Future Volume (veh/h)	138	436	223	223	519	80	230	453	164	131	562	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	155	490	251	251	583	90	258	509	184	147	631	131
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	212	1586	708	307	1462	225	314	873	530	203	759	436
Arrive On Green	0.06	0.46	0.46	0.18	0.97	0.97	0.19	0.50	0.50	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3005	463	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	155	490	251	251	335	338	258	509	184	147	631	131
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.9	11.6	13.7	9.3	1.1	1.1	9.6	13.4	8.8	5.6	22.6	8.7
Cycle Q Clear(g_c), s	5.9	11.6	13.7	9.3	1.1	1.1	9.6	13.4	8.8	5.6	22.6	8.7
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	1586	708	307	842	846	314	873	530	203	759	436
V/C Ratio(X)	0.73	0.31	0.35	0.82	0.40	0.40	0.82	0.58	0.35	0.72	0.83	0.30
Avail Cap(c_a), veh/h	512	1586	708	512	842	846	512	1049	609	461	995	541
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	0.84	0.84	0.84	0.56	0.56	0.56
Uniform Delay (d), s/veh	59.8	22.2	22.8	52.1	0.9	0.9	51.8	27.4	20.5	60.0	48.4	36.6
Incr Delay (d2), s/veh	4.5	0.5	1.3	4.8	1.3	1.3	4.7	0.5	0.3	2.8	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.9	5.2	3.8	0.6	0.6	3.9	4.6	2.8	2.5	10.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	22.7	24.1	56.9	2.2	2.2	56.5	27.9	20.8	62.8	51.1	36.8
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		896			924			951			909	
Approach Delay, s/veh		30.3			17.0			34.3			50.9	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	64.5	16.3	33.1	12.4	68.1	12.0	37.4
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.3	15.7	11.6	24.6	7.9	3.1	7.6	15.4
Green Ext Time (p_c), s	0.5	4.1	0.5	3.9	0.4	4.7	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Future Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	679	54	118	886	78	75	44	134	132	59	108
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2032	907	140	2034	179	95	189	160	157	253	214
Arrive On Green	0.07	1.00	1.00	0.16	1.00	1.00	0.06	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3217	283	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	49	679	54	118	476	488	75	44	134	132	59	108
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	2032	907	140	1094	1119	95	189	160	157	253	214
V/C Ratio(X)	0.78	0.33	0.06	0.84	0.44	0.44	0.79	0.23	0.84	0.84	0.23	0.50
Avail Cap(c_a), veh/h	251	2032	907	251	1094	1119	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	53.7	0.0	0.0	60.7	53.5	57.2	58.2	49.8	51.8
Incr Delay (d2), s/veh	7.4	0.4	0.1	4.1	1.0	1.0	13.1	0.6	11.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.6	0.3	0.3	2.8	1.4	4.8	4.5	1.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.4	0.1	57.8	1.0	1.0	73.8	54.1	68.4	62.8	50.3	53.6
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		782			1082			253			299	
Approach Delay, s/veh		4.6			7.2			67.5			57.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	81.3	11.4	22.7	8.9	87.1	15.9	18.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.6	2.0	7.6	10.4	5.6	2.0	11.7	13.1
Green Ext Time (p_c), s	0.1	7.0	0.1	0.5	0.0	9.8	0.1	0.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Future Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	599	120	107	682	153	112	484	68	148	747	191
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	202	1393	278	159	1325	297	137	694	97	174	862	385
Arrive On Green	0.12	0.97	0.97	0.05	0.47	0.47	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2874	574	3365	2808	630	1734	3048	426	1734	3460	1543
Grp Volume(v), veh/h	149	360	359	107	420	415	112	274	278	148	747	191
Grp Sat Flow(s),veh/h/ln	1682	1730	1718	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Cycle Q Clear(g_c), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Prop In Lane	1.00		0.33	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	202	839	833	159	816	806	137	394	397	174	862	385
V/C Ratio(X)	0.74	0.43	0.43	0.67	0.51	0.51	0.82	0.69	0.70	0.85	0.87	0.50
Avail Cap(c_a), veh/h	461	839	833	461	816	806	251	494	498	251	987	440
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	1.0	1.0	60.9	23.9	23.9	59.0	46.1	46.1	57.5	46.7	41.8
Incr Delay (d2), s/veh	4.7	1.5	1.5	4.9	2.3	2.3	11.4	3.1	3.2	17.0	7.4	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	2.4	0.7	0.7	1.8	9.4	9.3	4.0	8.4	8.6	5.6	12.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	2.5	2.5	65.8	26.2	26.3	70.4	49.1	49.3	74.5	54.2	42.8
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		868			942			664			1086	
Approach Delay, s/veh		12.5			30.8			52.8			54.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	67.9	14.4	37.3	12.0	66.3	17.2	34.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.1	3.4	10.3	28.9	7.6	24.0	12.9	21.1
Green Ext Time (p_c), s	0.2	4.9	0.1	3.5	0.3	4.5	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	16	72	57	13	35
Future Vol, veh/h	145	16	72	57	13	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	17	78	62	14	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	354	88
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1399	-	618	953
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	583	953
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	953	-	-	1399	-
HCM Lane V/C Ratio	0.024	0.04	-	-	0.056	-
HCM Control Delay (s)	11.3	8.9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	210	56	70	129	37	27	59	101	145	227	15
Future Vol, veh/h	10	210	56	70	129	37	27	59	101	145	227	15
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	212	57	71	130	37	27	60	102	146	229	15
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	12.5	11.7	12.7	14.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	37%	0%	100%	56%	0%	100%	54%	0%	94%
Vol Right, %	0%	63%	0%	0%	44%	0%	0%	46%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	160	10	140	126	70	86	80	145	242
LT Vol	27	0	10	0	0	70	0	0	145	0
Through Vol	0	59	0	140	70	0	86	43	0	227
RT Vol	0	101	0	0	56	0	0	37	0	15
Lane Flow Rate	27	162	10	141	127	71	87	81	146	244
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.06	0.313	0.022	0.288	0.248	0.156	0.179	0.159	0.301	0.465
Departure Headway (Hd)	7.919	6.969	7.847	7.336	7.017	7.947	7.435	7.104	7.391	6.845
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	453	516	457	491	512	452	483	505	488	528
Service Time	5.659	4.708	5.588	5.077	4.759	5.69	5.178	4.846	5.125	4.579
HCM Lane V/C Ratio	0.06	0.314	0.022	0.287	0.248	0.157	0.18	0.16	0.299	0.462
HCM Control Delay	11.2	12.9	10.8	13	12.1	12.2	11.8	11.2	13.3	15.4
HCM Lane LOS	B	B	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	1.3	0.1	1.2	1	0.5	0.6	0.6	1.3	2.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	348	130	274	159	0	0	0	0	487	2	63
Future Volume (veh/h)	0	348	130	274	159	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	378	141	298	173	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	865	307	170	1547	0				549	2	491
Arrive On Green	0.00	0.24	0.24	0.10	0.45	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3783	1285	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	345	174	298	173	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1590	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	4.6	4.9	5.1	1.5	0.0				15.6	0.0	1.6
Cycle Q Clear(g_c), s	0.0	4.6	4.9	5.1	1.5	0.0				15.6	0.0	1.6
Prop In Lane	0.00		0.81	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	792	380	170	1547	0				552	0	491
V/C Ratio(X)	0.00	0.44	0.46	1.75	0.11	0.00				0.96	0.00	0.14
Avail Cap(c_a), veh/h	0	1948	934	170	2753	0				552	0	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	16.9	23.4	8.4	0.0				17.4	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.6	1.5	359.9	0.1	0.0				29.1	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
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.7	18.9	0.5	0.0				9.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.4	18.4	383.3	8.4	0.0				46.5	0.0	12.8
LnGrp LOS	A	B	B	F	A	A				D	A	B
Approach Vol, veh/h		519			471						599	
Approach Delay, s/veh		17.7			245.6						42.6	
Approach LOS		B			F						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	29.3	22.6	10.8	18.5
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	3.5	17.6	7.1	6.9
Green Ext Time (p_c), s	1.9	0.0	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	94.7
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	699	0	0	363	360	66	2	245	0	0	0
Future Volume (veh/h)	130	699	0	0	363	360	66	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	143	768	0	0	399	396	73	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	164	1952	0	0	630	562	355	10	324			
Arrive On Green	0.09	0.56	0.00	0.00	0.36	0.36	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1690	46	1543			
Grp Volume(v), veh/h	143	768	0	0	399	396	75	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1737	0	1543			
Q Serve(g_s), s	4.4	6.7	0.0	0.0	10.3	11.9	1.9	0.0	9.0			
Cycle Q Clear(g_c), s	4.4	6.7	0.0	0.0	10.3	11.9	1.9	0.0	9.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	164	1952	0	0	630	562	365	0	324			
V/C Ratio(X)	0.87	0.39	0.00	0.00	0.63	0.70	0.21	0.00	0.83			
Avail Cap(c_a), veh/h	164	2324	0	0	816	728	530	0	471			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.2	6.6	0.0	0.0	14.2	14.7	17.6	0.0	20.4			
Incr Delay (d2), s/veh	35.8	0.2	0.0	0.0	1.8	3.2	0.1	0.0	5.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	1.9	0.0	0.0	3.8	4.0	0.7	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	6.8	0.0	0.0	16.0	17.9	17.7	0.0	25.8			
LnGrp LOS	E	A	A	A	B	B	B	A	C			
Approach Vol, veh/h		911			795			344				
Approach Delay, s/veh		15.2			16.9			24.0				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	25.8		17.5		36.6			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.4	13.9		11.0		8.7			
Green Ext Time (p_c), s	0.0	5.8		0.4		9.5			

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	704	34	20	543	15	46	6	14	9	10	43
Future Vol, veh/h	29	704	34	20	543	15	46	6	14	9	10	43
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	733	35	21	566	16	48	6	15	9	10	45
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	18	14.6	10.9	10.4
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	8%	0%	7%	0%	15%
Vol Thru, %	9%	92%	91%	93%	95%	16%
Vol Right, %	21%	0%	9%	0%	5%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	381	386	292	287	62
LT Vol	46	29	0	20	0	9
Through Vol	6	352	352	272	272	10
RT Vol	14	0	34	0	15	43
Lane Flow Rate	69	397	402	304	298	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.131	0.638	0.636	0.507	0.493	0.116
Departure Headway (Hd)	6.851	5.79	5.69	6.015	5.943	6.472
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	623	635	598	606	553
Service Time	4.897	3.528	3.427	3.759	3.687	4.521
HCM Lane V/C Ratio	0.132	0.637	0.633	0.508	0.492	0.118
HCM Control Delay	10.9	18.2	17.9	14.8	14.4	10.4
HCM Lane LOS	B	C	C	B	B	B
HCM 95th-tile Q	0.4	4.5	4.5	2.9	2.7	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	423	184	71	339	46	115	588	75	51	709	154
Future Volume (veh/h)	125	423	184	71	339	46	115	588	75	51	709	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	140	475	207	80	381	52	129	661	84	57	797	173
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	165	533	231	101	581	79	154	1007	128	435	1698	757
Arrive On Green	0.10	0.23	0.23	0.06	0.19	0.19	0.09	0.33	0.33	0.17	0.33	0.33
Sat Flow, veh/h	1734	2351	1018	1734	3062	415	1734	3089	392	1734	3460	1543
Grp Volume(v), veh/h	140	349	333	80	214	219	129	370	375	57	797	173
Grp Sat Flow(s),veh/h/ln	1734	1730	1638	1734	1730	1746	1734	1730	1751	1734	1730	1543
Q Serve(g_s), s	10.3	25.4	25.7	5.9	14.9	15.1	9.5	23.8	23.9	3.6	23.8	10.6
Cycle Q Clear(g_c), s	10.3	25.4	25.7	5.9	14.9	15.1	9.5	23.8	23.9	3.6	23.8	10.6
Prop In Lane	1.00		0.62	1.00		0.24	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	165	392	372	101	328	331	154	564	571	435	1698	757
V/C Ratio(X)	0.85	0.89	0.90	0.80	0.65	0.66	0.84	0.66	0.66	0.13	0.47	0.23
Avail Cap(c_a), veh/h	278	431	408	278	431	435	558	564	571	435	1698	757
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.9	48.7	48.8	60.5	48.7	48.8	58.3	37.5	37.6	42.1	30.2	25.8
Incr Delay (d2), s/veh	5.1	18.7	20.7	5.3	2.2	2.3	4.5	5.9	5.8	0.0	0.7	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	4.8	13.0	12.6	2.8	6.6	6.8	4.4	11.0	11.2	1.6	10.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	67.3	69.5	65.7	50.9	51.1	62.8	43.4	43.4	42.1	30.9	26.3
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		822			513			874			1027	
Approach Delay, s/veh		67.5			53.3			46.2			30.7	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	34.1	15.8	68.4	16.6	29.3	37.2	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 7.5	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	17.9	27.7	11.5	25.8	12.3	17.1	5.6	25.9
Green Ext Time (p_c), s	0.1	1.8	0.2	0.0	0.1	2.3	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	149.6
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	74	53	783	158	161
Future Vol, veh/h	357	74	53	783	158	161
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	79	56	833	168	171
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	34.7	259.2	17.4
HCM LOS	D	F	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	783	357	37	37	158	161
LT Vol	0	0	357	0	0	158	0
Through Vol	53	0	0	0	0	0	161
RT Vol	0	783	0	37	37	0	0
Lane Flow Rate	56	833	380	39	39	168	171
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.116	1.553	0.817	0.072	0.053	0.392	0.375
Departure Headway (Hd)	7.426	6.711	8.626	7.39	5.604	9.415	8.894
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	483	541	422	488	643	385	408
Service Time	5.173	4.458	6.326	5.09	3.304	7.115	6.594
HCM Lane V/C Ratio	0.116	1.54	0.9	0.08	0.061	0.436	0.419
HCM Control Delay	11.2	276	39.9	10.7	8.6	18.1	16.8
HCM Lane LOS	B	F	E	B	A	C	C
HCM 95th-tile Q	0.4	43.9	7.5	0.2	0.2	1.8	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	592	344	255	354	8	73	5	232	3	7	6
Future Volume (veh/h)	4	592	344	255	354	8	73	5	232	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	834	485	359	499	11	103	7	327	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1157	516	274	1676	37	469	28	397	115	227	151
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3461	76	1321	108	1543	141	884	586
Grp Volume(v), veh/h	6	834	485	359	249	261	110	0	327	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1807	1429	0	1543	1611	0	0
Q Serve(g_s), s	0.2	11.4	16.4	8.5	4.7	4.7	2.7	0.0	10.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.4	16.4	8.5	4.7	4.7	3.2	0.0	10.8	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.94		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1157	516	274	838	875	497	0	397	493	0	0
V/C Ratio(X)	0.43	0.72	0.94	1.31	0.30	0.30	0.22	0.00	0.82	0.04	0.00	0.00
Avail Cap(c_a), veh/h	193	1157	516	274	838	875	659	0	573	667	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	15.7	17.4	22.7	8.4	8.4	16.0	0.0	18.9	15.1	0.0	0.0
Incr Delay (d2), s/veh	20.0	2.2	25.5	163.7	0.2	0.2	0.2	0.0	6.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.2	8.7	15.6	1.5	1.5	1.0	0.0	4.1	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	17.9	42.9	186.4	8.6	8.6	16.2	0.0	25.3	15.1	0.0	0.0
LnGrp LOS	D	B	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1325			869			437			22	
Approach Delay, s/veh		27.2			82.0			23.0			15.1	
Approach LOS		C			F			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.3	13.0	22.5	18.3	4.9	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	12.8	10.5	18.4	2.5	2.2	6.7
Green Ext Time (p_c), s	1.1	0.0	0.0	0.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	85	43	53
Future Vol, veh/h	21	11	13	85	43	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	92	47	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	149	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	843	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	835	1046
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	940	-	-	1576	-
HCM Lane V/C Ratio	0.111	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	11	13	69	43	54
Future Vol, veh/h	115	11	13	69	43	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	12	14	75	47	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	234	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	754	919
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	746	919
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1447	-
HCM Lane V/C Ratio	0.127	-	-	0.01	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	108	11	15	26	43	63
Future Vol, veh/h	108	11	15	26	43	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	12	16	28	47	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	183	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	806	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	797	928
Mov Cap-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	870	-	-	1457	-
HCM Lane V/C Ratio	0.132	-	-	0.011	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	51.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	543	473	227	454	43
Future Vol, veh/h	11	543	473	227	454	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	590	514	247	493	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	761	0	-	0	957	381
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	847	-	-	-	~ 256	617
Stage 1	-	-	-	-	~ 488	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	847	-	-	-	~ 252	617
Mov Cap-2 Maneuver	-	-	-	-	~ 369	-
Stage 1	-	-	-	-	~ 481	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	182.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	847	-	-	-	369	617
HCM Lane V/C Ratio	0.014	-	-	-	1.337	0.076
HCM Control Delay (s)	9.3	-	-	-	198.5	11.3
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	23.5	0.2

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	622	513	47	0	187
Future Vol, veh/h	0	622	513	47	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	676	558	51	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	305
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	691
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	691
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	691
HCM Lane V/C Ratio	-	-	-	0.294
HCM Control Delay (s)	-	-	-	12.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	0	28	40	0	109
Future Vol, veh/h	162	0	28	40	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	30	43	0	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	279	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	711	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	695	867
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1400	-
HCM Lane V/C Ratio	0.137	-	-	0.022	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	997	366	49	0	194
Future Vol, veh/h	0	997	366	49	0	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1084	398	53	0	211

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	226
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	777
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	777
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	777
HCM Lane V/C Ratio	-	-	-	0.271
HCM Control Delay (s)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	16	5	62	40	0	4	0	184	278	370	25
Future Volume (veh/h)	0	16	5	62	40	0	4	0	184	278	370	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	18	6	70	45	0	4	0	207	312	416	28
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	300	134	300	315	0	0	0	0	600	584	39
Arrive On Green	0.00	0.09	0.09	0.17	0.17	0.00	0.00	0.00	0.00	0.35	0.35	0.35
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1687	114
Grp Volume(v), veh/h	0	18	6	70	45	0		0.0		312	0	444
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1801
Q Serve(g_s), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Cycle Q Clear(g_c), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.06
Lane Grp Cap(c), veh/h	0	300	134	300	315	0				600	0	623
V/C Ratio(X)	0.00	0.06	0.04	0.23	0.14	0.00				0.52	0.00	0.71
Avail Cap(c_a), veh/h	0	2386	1064	980	1029	0				1340	0	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.2	18.1	15.5	15.2	0.0				11.3	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.1	0.0				0.3	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
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.5	0.3	0.0				1.9	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.2	15.6	15.3	0.0				11.6	0.0	12.9
LnGrp LOS	A	B	B	B	B	A				B	A	B
Approach Vol, veh/h		24			115						756	
Approach Delay, s/veh		18.2			15.5						12.3	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		8.9		21.5		13.0						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		2.2		11.3		3.5						
Green Ext Time (p_c), s		0.0		2.2		0.2						

Intersection Summary		
HCM 6th Ctrl Delay	12.9	
HCM 6th LOS	B	

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	322	0	0	382	568	12	365	459	0	0	0
Future Volume (veh/h)	150	322	0	0	382	568	12	365	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	174	374	0	0	444	660	14	496	486			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	262	1976	0	0	737	658	14	502	438			
Arrive On Green	0.08	0.57	0.00	0.00	0.43	0.43	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	50	1769	1543			
Grp Volume(v), veh/h	174	374	0	0	444	660	510	0	486			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1819	0	1543			
Q Serve(g_s), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Cycle Q Clear(g_c), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.03		1.00			
Lane Grp Cap(c), veh/h	262	1976	0	0	737	658	516	0	438			
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.60	1.00	0.99	0.00	1.11			
Avail Cap(c_a), veh/h	1453	1976	0	0	737	658	516	0	438			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.5	7.2	0.0	0.0	15.5	20.1	25.0	0.0	25.1			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	1.8	35.9	36.5	0.0	76.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	0.0	5.3	16.1	13.1	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	0.0	0.0	17.4	56.0	61.5	0.0	101.6			
LnGrp LOS	C	A	A	A	B	F	E	A	F			
Approach Vol, veh/h		548			1104			996				
Approach Delay, s/veh		15.3			40.5			81.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.2	35.0		25.0		45.2			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 6	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	5.5	31.9		21.9		5.6			
Green Ext Time (p_c), s	0.1	0.0		0.0		1.6			

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	663	41	64	718	7	139	4	41	15	6	8
Future Volume (veh/h)	9	663	41	64	718	7	139	4	41	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	839	52	81	909	9	176	5	52	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	2146	133	445	2351	23	260	6	320	63	27	17
Arrive On Green	0.01	0.65	0.65	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3309	205	1734	3510	35	966	27	1543	83	132	80
Grp Volume(v), veh/h	11	439	452	81	448	470	181	0	52	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1784	1734	1730	1815	993	0	1543	294	0	0
Q Serve(g_s), s	0.3	14.3	14.3	1.9	0.0	0.0	0.0	0.0	3.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.3	14.3	1.9	0.0	0.0	22.2	0.0	3.3	22.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	472	1122	1157	445	1159	1216	265	0	320	106	0	0
V/C Ratio(X)	0.02	0.39	0.39	0.18	0.39	0.39	0.68	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	755	1122	1157	691	1159	1216	271	0	327	113	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)	0.91	0.91	0.91	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	9.9	9.9	7.1	0.0	0.0	46.5	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	0.7	0.7	6.7	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	5.6	0.6	0.2	0.2	5.7	0.0	1.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	10.9	10.8	7.3	0.7	0.7	53.1	0.0	39.2	43.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		902			999			233			37	
Approach Delay, s/veh		10.8			1.3			50.0			43.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	82.5		29.5	5.4	85.1		29.5
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 4	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	3.9	16.3		24.9	2.3	2.0		24.2
Green Ext Time (p_c), s	0.2	6.9		0.0	0.0	7.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	238
Future Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	296	446	101	64	529	107	172	637	57	65	383	287
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	315	1318	296	82	963	194	199	926	83	83	767	342
Arrive On Green	0.36	0.94	0.94	0.02	0.11	0.11	0.11	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1734	2807	631	1734	2869	578	1734	3212	287	1734	3460	1543
Grp Volume(v), veh/h	296	274	273	64	318	318	172	343	351	65	383	287
Grp Sat Flow(s),veh/h/ln	1734	1730	1708	1734	1730	1717	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.2	4.4	11.6	21.3
Cycle Q Clear(g_c), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.2	4.4	11.6	21.3
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	813	802	82	580	576	199	499	510	83	767	342
V/C Ratio(X)	0.94	0.34	0.34	0.78	0.55	0.55	0.87	0.69	0.69	0.78	0.50	0.84
Avail Cap(c_a), veh/h	315	813	802	243	580	576	272	499	510	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	2.0	2.0	58.4	44.7	44.8	52.2	37.9	37.9	56.5	40.9	44.7
Incr Delay (d2), s/veh	33.1	1.0	1.1	5.5	3.5	3.6	9.3	2.5	2.5	5.9	0.7	13.2
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	9.8	0.7	0.7	2.1	10.3	10.3	5.6	9.3	9.5	2.1	5.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	3.0	3.1	63.9	48.2	48.4	61.5	40.4	40.4	62.4	41.6	57.9
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		843			700			866			735	
Approach Delay, s/veh		26.8			49.7			44.6			49.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	61.0	18.0	31.2	26.0	44.9	10.0	39.2
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.4	3.7	13.7	23.3	21.8	23.0	6.4	23.2
Green Ext Time (p_c), s	0.0	5.3	0.1	3.3	0.0	2.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Future Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	100	476	43	27	585	151	51	124	39	23	83	101
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	2241	202	34	1763	454	82	159	45	52	122	134
Arrive On Green	0.14	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3210	289	1734	2724	701	269	946	271	110	728	799
Grp Volume(v), veh/h	100	256	263	27	371	365	214	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1695	1486	0	0	1637	0	0
Q Serve(g_s), s	6.7	0.0	0.0	1.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.9	0.0	0.0	17.0	0.0	0.0	14.3	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	0.24		0.18	0.11		0.49
Lane Grp Cap(c), veh/h	123	1208	1235	34	1120	1097	287	0	0	308	0	0
V/C Ratio(X)	0.81	0.21	0.21	0.79	0.33	0.33	0.75	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	214	1208	1235	214	1120	1097	500	0	0	524	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	57.4	0.0	0.0	48.4	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.4	0.4	28.7	0.7	0.7	3.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.1	1.1	0.2	0.2	6.5	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.4	0.4	86.1	0.7	0.7	52.2	0.0	0.0	50.0	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		619			763			214			207	
Approach Delay, s/veh		10.4			3.7			52.2			50.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.7		24.7	12.7	82.6		24.7
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.3	8.7	2.0		19.0
Green Ext Time (p_c), s	0.0	3.5		1.2	0.1	5.5		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Future Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	89	300	77	133	456	84	139	768	71	158	676	84
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	1133	286	557	1256	230	166	855	79	185	963	429
Arrive On Green	0.09	0.83	0.83	0.06	0.43	0.43	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2736	691	1734	2920	535	1734	3202	296	1734	3460	1543
Grp Volume(v), veh/h	89	188	189	133	269	271	139	415	424	158	676	84
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1725	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Cycle Q Clear(g_c), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Prop In Lane	1.00		0.41	1.00		0.31	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	417	716	702	557	744	742	166	462	472	185	963	429
V/C Ratio(X)	0.21	0.26	0.27	0.24	0.36	0.37	0.84	0.90	0.90	0.85	0.70	0.20
Avail Cap(c_a), veh/h	583	716	702	694	744	742	315	492	502	315	983	439
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.3	6.3	18.0	23.1	23.1	53.4	42.4	42.4	52.7	38.8	33.1
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.1	1.4	1.4	4.3	18.7	18.5	4.4	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	1.1	2.1	5.4	5.5	4.3	14.2	14.4	4.9	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.2	7.2	18.1	24.4	24.5	57.6	61.1	60.9	57.1	41.2	33.3
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		466			673			978			918	
Approach Delay, s/veh		9.3			23.2			60.5			43.2	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	54.6	15.7	38.3	9.5	56.5	17.0	36.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 7	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.2	5.0	11.5	23.0	5.5	14.7	12.7	29.8
Green Ext Time (p_c), s	0.1	1.9	0.1	4.2	0.1	2.5	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	8	9	97	18	72	26	92	64	149	70	206
Future Vol, veh/h	9	8	9	97	18	72	26	92	64	149	70	206
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	10	107	20	79	29	101	70	164	77	226
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.4	10.4	10.1	11.2
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	92%	0%	100%	0%
Vol Thru, %	0%	59%	0%	47%	8%	11%	0%	25%
Vol Right, %	0%	41%	0%	53%	0%	89%	0%	75%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	156	9	17	106	81	149	276
LT Vol	26	0	9	0	97	0	149	0
Through Vol	0	92	0	8	9	9	0	70
RT Vol	0	64	0	9	0	72	0	206
Lane Flow Rate	29	171	10	19	116	89	164	303
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.05	0.263	0.019	0.032	0.217	0.138	0.274	0.421
Departure Headway (Hd)	6.313	5.518	7.066	6.181	6.692	5.599	6.025	4.995
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	651	507	579	537	641	599	725
Service Time	4.039	3.243	4.804	3.918	4.421	3.328	3.725	2.695
HCM Lane V/C Ratio	0.051	0.263	0.02	0.033	0.216	0.139	0.274	0.418
HCM Control Delay	9.4	10.2	9.9	9.1	11.3	9.2	11	11.3
HCM Lane LOS	A	B	A	A	B	A	B	B
HCM 95th-tile Q	0.2	1.1	0.1	0.1	0.8	0.5	1.1	2.1

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	203	175	95	85	22
Future Vol, veh/h	28	203	175	95	85	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	239	206	112	100	26
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.3	9	9.5
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	29%	0%	0%	0%	79%
Vol Thru, %	71%	100%	100%	38%	0%
Vol Right, %	0%	0%	0%	62%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	135	117	153	107
LT Vol	28	0	0	0	85
Through Vol	68	135	117	58	0
RT Vol	0	0	0	95	22
Lane Flow Rate	113	159	137	180	126
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.166	0.228	0.196	0.235	0.184
Departure Headway (Hd)	5.305	5.157	5.132	4.696	5.25
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	674	694	697	763	681
Service Time	3.051	2.903	2.876	2.439	3.3
HCM Lane V/C Ratio	0.168	0.229	0.197	0.236	0.185
HCM Control Delay	9.1	9.4	9.1	8.9	9.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.9	0.7	0.9	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	133	138	53	141	41	39	571	63	23	377	51
Future Volume (veh/h)	50	133	138	53	141	41	39	571	63	23	377	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	55	146	152	58	155	45	43	627	69	25	414	56
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	71	962	858	75	1488	419	55	740	81	33	682	92
Arrive On Green	0.04	0.56	0.56	0.04	0.56	0.56	0.03	0.24	0.24	0.02	0.22	0.22
Sat Flow, veh/h	1734	1730	1543	1734	2666	750	1734	3144	345	1734	3065	412
Grp Volume(v), veh/h	55	146	152	58	99	101	43	345	351	25	233	237
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1686	1734	1730	1759	1734	1730	1747
Q Serve(g_s), s	3.8	4.9	5.8	4.0	3.2	3.4	3.0	22.8	22.9	1.7	14.5	14.7
Cycle Q Clear(g_c), s	3.8	4.9	5.8	4.0	3.2	3.4	3.0	22.8	22.9	1.7	14.5	14.7
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.20	1.00		0.24
Lane Grp Cap(c), veh/h	71	962	858	75	966	941	55	408	414	33	385	389
V/C Ratio(X)	0.78	0.15	0.18	0.78	0.10	0.11	0.78	0.85	0.85	0.76	0.60	0.61
Avail Cap(c_a), veh/h	228	962	858	228	966	941	272	525	534	272	525	530
HCM Platoon Ratio	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	0.63	0.63	0.63	0.83	0.83	0.83
Uniform Delay (d), s/veh	57.0	12.9	13.1	56.8	12.4	12.5	57.7	43.8	43.8	58.6	41.9	42.0
Incr Delay (d2), s/veh	16.5	0.3	0.5	15.7	0.2	0.2	13.9	6.4	6.5	25.8	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	2.0	2.0	2.1	2.1	1.3	1.3	1.5	10.5	10.7	1.0	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	13.3	13.6	72.6	12.6	12.7	71.5	50.2	50.3	84.4	43.2	43.3
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		353			258			739			495	
Approach Delay, s/veh		22.8			26.1			51.5			45.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	8.0	31.3	9.1	71.6	6.5	32.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.0	7.8	5.0	16.7	5.8	5.4	3.7	24.9
Green Ext Time (p_c), s	0.1	1.8	0.1	2.7	0.1	1.1	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	20	25	152	102	127
Future Vol, veh/h	33	20	25	152	102	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	22	28	169	113	141

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	409	184	254	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	599	858	1311	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	585	858	1311	-	-	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1311	-	585	858	-	-
HCM Lane V/C Ratio	0.021	-	0.063	0.026	-	-
HCM Control Delay (s)	7.8	0	11.6	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	149	33	32	343	80	80	85	21	40	51	20
Future Volume (veh/h)	0	149	33	32	343	80	80	85	21	40	51	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	164	36	35	377	88	88	93	23	44	56	22
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	492	106	118	1314	322	215	191	47	185	169	66
Arrive On Green	0.00	0.17	0.17	1.00	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	0	2925	608	237	2632	645	1321	1410	349	1276	1244	489
Grp Volume(v), veh/h	0	99	101	267	0	233	88	0	116	44	0	78
Grp Sat Flow(s),veh/h/ln	0	1730	1712	1809	0	1705	1321	0	1758	1276	0	1733
Q Serve(g_s), s	0.0	4.0	4.2	0.0	0.0	0.0	5.2	0.0	4.9	2.6	0.0	3.3
Cycle Q Clear(g_c), s	0.0	4.0	4.2	0.0	0.0	0.0	8.4	0.0	4.9	7.5	0.0	3.3
Prop In Lane	0.00		0.36	0.13		0.38	1.00		0.20	1.00		0.28
Lane Grp Cap(c), veh/h	0	301	297	903	0	851	215	0	239	185	0	235
V/C Ratio(X)	0.00	0.33	0.34	0.30	0.00	0.27	0.41	0.00	0.49	0.24	0.00	0.33
Avail Cap(c_a), veh/h	0	301	297	903	0	851	447	0	547	409	0	539
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)	0.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.0	29.0	0.0	0.0	0.0	35.1	0.0	32.0	35.5	0.0	31.3
Incr Delay (d2), s/veh	0.0	2.9	3.1	0.8	0.0	0.8	0.5	0.0	0.6	0.2	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	0.0	1.9	1.9	0.2	0.0	0.2	1.7	0.0	2.1	0.8	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.9	32.1	0.8	0.0	0.8	35.6	0.0	32.6	35.7	0.0	31.6
LnGrp LOS	A	C	C	A	A	A	D	A	C	D	A	C
Approach Vol, veh/h		200			500			204			122	
Approach Delay, s/veh		32.0			0.8			33.9			33.1	
Approach LOS		C			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		16.0		19.0		16.0				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		2.0		9.5		6.2		10.4				
Green Ext Time (p_c), s		2.0		0.3		0.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	146	64	257	256	0	0	0	0	295	3	201
Future Volume (veh/h)	0	146	64	257	256	0	0	0	0	295	3	201
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	166	73	292	291	0				407	0	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1911	763	369	2477	0				543	0	242
Arrive On Green	0.00	0.55	0.55	0.11	0.72	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3654	1394	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	157	82	292	291	0				407	0	153
Grp Sat Flow(s),veh/h/ln	0	1657	1570	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	1.8	2.0	6.8	2.1	0.0				9.0	0.0	7.4
Cycle Q Clear(g_c), s	0.0	1.8	2.0	6.8	2.1	0.0				9.0	0.0	7.4
Prop In Lane	0.00		0.89	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1814	860	369	2477	0				543	0	242
V/C Ratio(X)	0.00	0.09	0.10	0.79	0.12	0.00				0.75	0.00	0.63
Avail Cap(c_a), veh/h	0	1814	860	379	2477	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.6	8.6	34.7	3.5	0.0				32.2	0.0	31.6
Incr Delay (d2), s/veh	0.0	0.1	0.2	8.3	0.1	0.0				2.1	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.7	3.1	0.6	0.0				3.8	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.7	8.9	43.0	3.6	0.0				34.3	0.0	34.3
LnGrp LOS	A	A	A	D	A	A				C	A	C
Approach Vol, veh/h		239			583						560	
Approach Delay, s/veh		8.7			23.3						34.3	
Approach LOS		A			C						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	62.4	17.6	13.5	48.9
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	4.1	11.0	8.8	4.0
Green Ext Time (p_c), s	1.3	1.6	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	347	0	0	370	325	146	28	391	0	0	0
Future Volume (veh/h)	93	347	0	0	370	325	146	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	99	369	0	0	394	346	113	0	481			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	280	1818	0	0	569	495	382	0	679			
Arrive On Green	0.08	0.53	0.00	0.00	0.32	0.32	0.22	0.00	0.22			
Sat Flow, veh/h	3365	3551	0	0	1843	1525	1734	0	3087			
Grp Volume(v), veh/h	99	369	0	0	389	351	113	0	481			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1547	1734	0	1543			
Q Serve(g_s), s	1.1	2.3	0.0	0.0	7.8	7.9	2.2	0.0	5.8			
Cycle Q Clear(g_c), s	1.1	2.3	0.0	0.0	7.8	7.9	2.2	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		0.99	1.00		1.00			
Lane Grp Cap(c), veh/h	280	1818	0	0	562	502	382	0	679			
V/C Ratio(X)	0.35	0.20	0.00	0.00	0.69	0.70	0.30	0.00	0.71			
Avail Cap(c_a), veh/h	420	3179	0	0	1170	1046	779	0	1387			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.3	5.1	0.0	0.0	11.8	11.8	13.0	0.0	14.4			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.6	0.7	0.2	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			
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	0.0	2.4	2.2	0.7	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	5.1	0.0	0.0	12.4	12.5	13.2	0.0	14.9			
LnGrp LOS	B	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		468			740			594				
Approach Delay, s/veh		7.7			12.4			14.6				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	8.0	18.1		13.9		26.1			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s*	5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	3.1	9.9		7.8		4.3			
Green Ext Time (p_c), s	0.0	3.1		1.1		1.7			

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	665	4	17	545	60	22	7	12	66	7	131
Future Volume (veh/h)	65	665	4	17	545	60	22	7	12	66	7	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	74	756	5	19	619	68	25	8	14	75	8	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	2307	15	29	1938	213	52	18	31	188	9	160
Arrive On Green	0.05	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3524	23	1734	3144	345	1734	594	1040	1734	79	1476
Grp Volume(v), veh/h	74	371	390	19	340	347	25	0	22	75	0	157
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1759	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.0	9.1	9.1	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Cycle Q Clear(g_c), s	4.0	9.1	9.1	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Prop In Lane	1.00		0.01	1.00		0.20	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	95	1133	1190	29	1066	1084	52	0	49	188	0	169
V/C Ratio(X)	0.78	0.33	0.33	0.66	0.32	0.32	0.48	0.00	0.45	0.40	0.00	0.93
Avail Cap(c_a), veh/h	267	1133	1190	267	1066	1084	441	0	415	188	0	169
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	7.3	7.3	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.4
Incr Delay (d2), s/veh	12.1	0.7	0.7	22.4	0.8	0.8	6.9	0.0	6.4	1.4	0.0	49.7
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	2.0	3.2	3.4	0.6	0.2	0.2	0.7	0.0	0.6	1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	8.0	8.0	68.5	0.8	0.8	52.7	0.0	52.2	41.3	0.0	92.2
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		835			706			47			232	
Approach Delay, s/veh		12.3			2.6			52.5			75.7	
Approach LOS		B			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	67.8		15.0	9.5	64.1		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.0	11.1		11.6	6.0	2.0		3.4
Green Ext Time (p_c), s	0.0	4.5		0.0	0.1	4.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	706	18	6	518	33	20	12	21	21	19	35
Future Volume (veh/h)	19	706	18	6	518	33	20	12	21	21	19	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	22	802	20	7	589	38	23	14	24	24	22	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	899	22	744	2237	144	29	18	30	31	28	52
Arrive On Green	0.04	0.52	0.52	0.43	0.68	0.68	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3450	86	1734	3300	213	630	384	658	463	424	772
Grp Volume(v), veh/h	22	402	420	7	308	319	61	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1806	1734	1730	1783	1671	0	0	1659	0	0
Q Serve(g_s), s	1.2	20.0	20.0	0.2	6.7	6.7	3.5	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	20.0	20.0	0.2	6.7	6.7	3.5	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.38		0.39	0.28		0.47
Lane Grp Cap(c), veh/h	32	451	470	744	1173	1209	77	0	0	111	0	0
V/C Ratio(X)	0.69	0.89	0.89	0.01	0.26	0.26	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	529	744	1173	1209	181	0	0	422	0	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	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.8	21.8	15.7	6.1	6.1	45.3	0.0	0.0	44.1	0.0	0.0
Incr Delay (d2), s/veh	8.8	21.7	21.1	0.0	0.5	0.5	6.6	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.0	8.2	0.1	2.3	2.4	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	43.5	42.9	15.7	6.6	6.6	51.9	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		844			634			61			86	
Approach Delay, s/veh		43.5			6.7			51.9			48.4	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	29.9		11.0	6.0	70.0		9.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	14.8	* 28		24.4	* 15	28.1		10.4				
Max Q Clear Time (g_c+I1), s	2.2	22.0		6.9	3.2	8.7		5.5				
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	4.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	442	99	145	337	98	152	524	157	79	432	97
Future Volume (veh/h)	131	442	99	145	337	98	152	524	157	79	432	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	147	497	111	163	379	110	171	589	176	89	485	109
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	207	1861	830	221	1438	412	230	711	419	141	620	371
Arrive On Green	0.06	0.54	0.54	0.13	1.00	1.00	0.14	0.41	0.41	0.04	0.18	0.18
Sat Flow, veh/h	3365	3460	1543	3365	2653	761	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	147	497	111	163	245	244	171	589	176	89	485	109
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1684	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.1	9.3	4.3	5.6	0.0	0.0	5.9	18.2	9.6	3.1	16.1	6.9
Cycle Q Clear(g_c), s	5.1	9.3	4.3	5.6	0.0	0.0	5.9	18.2	9.6	3.1	16.1	6.9
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	1861	830	221	938	913	230	711	419	141	620	371
V/C Ratio(X)	0.71	0.27	0.13	0.74	0.26	0.27	0.74	0.83	0.42	0.63	0.78	0.29
Avail Cap(c_a), veh/h	471	1861	830	471	938	913	499	1078	582	471	1050	563
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.91	0.91	0.91	0.84	0.84	0.84	0.80	0.80	0.80
Uniform Delay (d), s/veh	55.3	15.0	13.8	51.1	0.0	0.0	50.8	33.4	26.2	56.6	47.0	37.2
Incr Delay (d2), s/veh	4.2	0.3	0.3	4.3	0.6	0.7	4.0	2.8	0.6	3.7	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.7	1.6	2.4	0.2	0.2	2.5	6.5	3.1	1.4	7.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	15.3	14.1	55.5	0.6	0.7	54.8	36.3	26.8	60.3	48.8	37.6
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	D
Approach Vol, veh/h		755			652			936			683	
Approach Delay, s/veh		23.7			14.3			37.9			48.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	69.4	12.4	26.1	11.6	69.9	9.2	29.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	7.8	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.6	11.3	7.9	18.1	7.1	2.0	5.1	20.2
Green Ext Time (p_c), s	0.3	3.6	0.4	3.4	0.3	3.2	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Future Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	96	676	14	20	716	155	25	49	32	145	49	94
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	685	2257	1007	28	757	164	33	152	129	172	298	252
Arrive On Green	0.79	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.16	0.16
Sat Flow, veh/h	1734	3460	1543	1734	2829	612	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	96	676	14	20	438	433	25	49	32	145	49	94
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1711	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	685	2257	1007	28	463	458	33	152	129	172	298	252
V/C Ratio(X)	0.14	0.30	0.01	0.71	0.95	0.95	0.76	0.32	0.25	0.84	0.16	0.37
Avail Cap(c_a), veh/h	685	2257	1007	228	463	458	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	59.4	53.8	53.9	58.6	51.8	51.5	53.1	43.1	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.5	26.4	26.7	30.1	1.2	1.0	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	17.5	17.3	1.0	1.4	0.9	4.5	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.3	0.0	68.9	80.3	80.6	88.7	53.0	52.5	57.4	43.4	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		786			891			106			288	
Approach Delay, s/veh		1.2			80.2			61.3			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	83.2	6.5	24.2	52.3	37.0	16.1	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.6	2.0	3.7	4.8	3.6	32.2	11.9	5.0
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	0.0	0.1	0.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Future Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	180	452	96	86	553	138	145	727	58	142	648	135
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	243	1275	269	137	1144	285	172	850	68	169	901	402
Arrive On Green	0.02	0.15	0.15	0.04	0.42	0.42	0.10	0.26	0.26	0.10	0.26	0.26
Sat Flow, veh/h	3365	2843	600	3365	2746	683	1734	3246	259	1734	3460	1543
Grp Volume(v), veh/h	180	274	274	86	348	343	145	387	398	142	648	135
Grp Sat Flow(s),veh/h/ln	1682	1730	1713	1682	1730	1698	1734	1730	1775	1734	1730	1543
Q Serve(g_s), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Cycle Q Clear(g_c), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Prop In Lane	1.00		0.35	1.00		0.40	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	243	776	768	137	721	708	172	453	465	169	901	402
V/C Ratio(X)	0.74	0.35	0.36	0.63	0.48	0.49	0.84	0.85	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	776	768	443	721	708	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	35.5	35.6	56.7	25.5	25.6	53.1	42.1	42.1	53.3	40.4	36.0
Incr Delay (d2), s/veh	4.1	1.2	1.2	4.7	2.3	2.4	19.1	9.8	9.6	18.3	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.2	8.2	1.4	7.6	7.5	5.2	12.0	12.3	5.0	8.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.7	36.8	61.4	27.8	28.0	72.2	51.9	51.7	71.6	42.0	36.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		728			777			930			925	
Approach Delay, s/veh		42.9			31.6			55.0			45.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	58.7	16.1	36.1	12.9	54.9	15.9	36.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.0	19.3	11.9	22.5	8.4	19.7	11.7	27.6
Green Ext Time (p_c), s	0.1	2.4	0.1	4.5	0.3	3.1	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	10	45	75	4	37
Future Vol, veh/h	53	10	45	75	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	11	49	82	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	203	35
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1530	-	767	1030
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1530	-	742	1030
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	1030	-	-	1530	-
HCM Lane V/C Ratio	0.006	0.039	-	-	0.032	-
HCM Control Delay (s)	9.9	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	40.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	82	23	362	118	62	43	148	288	20	88	7
Future Vol, veh/h	4	82	23	362	118	62	43	148	288	20	88	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	92	26	407	133	70	48	166	324	22	99	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	13.2	39.6	54.9	14.2
HCM LOS	B	E	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	34%	0%	100%	54%	0%	100%	39%	0%	93%
Vol Right, %	0%	66%	0%	0%	46%	0%	0%	61%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	436	4	55	50	362	79	101	20	95
LT Vol	43	0	4	0	0	362	0	0	20	0
Through Vol	0	148	0	55	27	0	79	39	0	88
RT Vol	0	288	0	0	23	0	0	62	0	7
Lane Flow Rate	48	490	4	61	57	407	88	114	22	107
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.108	0.968	0.012	0.155	0.138	0.917	0.187	0.227	0.058	0.258
Departure Headway (Hd)	8.083	7.117	9.616	9.096	8.763	8.119	7.606	7.167	9.345	8.685
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	442	509	374	397	412	443	469	499	386	411
Service Time	5.854	4.887	7.316	6.796	6.463	5.9	5.386	4.946	7.045	6.483
HCM Lane V/C Ratio	0.109	0.963	0.011	0.154	0.138	0.919	0.188	0.228	0.057	0.26
HCM Control Delay	11.8	59.1	12.4	13.5	12.9	53.3	12.1	12.1	12.6	14.5
HCM Lane LOS	B	F	B	B	B	F	B	B	B	B
HCM 95th-tile Q	0.4	12.5	0	0.5	0.5	10.2	0.7	0.9	0.2	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	371	38	222	331	0	0	0	0	316	0	221
Future Volume (veh/h)	0	371	38	222	331	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	417	43	249	372	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1048	106	194	1609	0				464	0	413
Arrive On Green	0.00	0.23	0.23	0.11	0.47	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4750	466	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	300	160	249	372	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.5	3.6	5.1	2.9	0.0				8.6	0.0	6.4
Cycle Q Clear(g_c), s	0.0	3.5	3.6	5.1	2.9	0.0				8.6	0.0	6.4
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	757	397	194	1609	0				464	0	413
V/C Ratio(X)	0.00	0.40	0.40	1.29	0.23	0.00				0.76	0.00	0.60
Avail Cap(c_a), veh/h	0	2214	1161	194	3130	0				627	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	20.3	7.3	0.0				15.4	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.6	1.1	161.6	0.1	0.0				3.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	10.5	0.8	0.0				3.4	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	16.1	181.9	7.4	0.0				19.3	0.0	16.0
LnGrp LOS	A	B	B	F	A	A				B	A	B
Approach Vol, veh/h		460			621						603	
Approach Delay, s/veh		15.7			77.4						17.9	
Approach LOS		B			E						B	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	27.3	18.3	10.8	16.5
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	4.9	10.6	7.1	5.6
Green Ext Time (p_c), s	4.4	1.6	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	546	0	0	453	447	111	3	351	0	0	0
Future Volume (veh/h)	101	546	0	0	453	447	111	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	111	600	0	0	498	491	122	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	139	1896	0	0	654	583	440	11	401			
Arrive On Green	0.08	0.55	0.00	0.00	0.38	0.38	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1695	42	1543			
Grp Volume(v), veh/h	111	600	0	0	498	491	125	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1736	0	1543			
Q Serve(g_s), s	4.0	6.0	0.0	0.0	16.0	18.4	3.6	0.0	15.7			
Cycle Q Clear(g_c), s	4.0	6.0	0.0	0.0	16.0	18.4	3.6	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	139	1896	0	0	654	583	451	0	401			
V/C Ratio(X)	0.80	0.32	0.00	0.00	0.76	0.84	0.28	0.00	0.96			
Avail Cap(c_a), veh/h	139	1978	0	0	695	620	451	0	401			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.7	7.8	0.0	0.0	17.3	18.0	18.7	0.0	23.2			
Incr Delay (d2), s/veh	24.9	0.2	0.0	0.0	5.4	10.6	0.1	0.0	34.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	1.9	0.0	0.0	6.6	7.5	1.4	0.0	9.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	8.0	0.0	0.0	22.6	28.6	18.9	0.0	58.1			
LnGrp LOS	D	A	A	A	C	C	B	A	E			
Approach Vol, veh/h		711			989			511				
Approach Delay, s/veh		15.1			25.6			48.5				
Approach LOS		B			C			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	30.1		22.6		40.9			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.0	20.4		17.7		8.0			
Green Ext Time (p_c), s	0.0	3.6		0.0		7.2			

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	594	14	11	552	7	118	23	9	18	14	30
Future Vol, veh/h	42	594	14	11	552	7	118	23	9	18	14	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	660	16	12	613	8	131	26	10	20	16	33
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	19.7	17.3	13.6	11.3
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	12%	0%	4%	0%	29%
Vol Thru, %	15%	88%	95%	96%	98%	23%
Vol Right, %	6%	0%	5%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	339	311	287	283	62
LT Vol	118	42	0	11	0	18
Through Vol	23	297	297	276	276	14
RT Vol	9	0	14	0	7	30
Lane Flow Rate	167	377	346	319	314	69
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.327	0.667	0.603	0.57	0.559	0.136
Departure Headway (Hd)	7.072	6.372	6.277	6.439	6.402	7.122
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	565	574	558	560	500
Service Time	5.146	4.146	4.051	4.217	4.18	5.216
HCM Lane V/C Ratio	0.329	0.667	0.603	0.572	0.561	0.138
HCM Control Delay	13.6	21.1	18.2	17.5	17.1	11.3
HCM Lane LOS	B	C	C	C	C	B
HCM 95th-tile Q	1.4	5	4	3.6	3.4	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	422	252	46	310	40	146	596	54	44	535	81
Future Volume (veh/h)	113	422	252	46	310	40	146	596	54	44	535	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	127	474	283	52	348	45	164	670	61	49	601	91
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	153	526	313	67	625	80	191	1000	91	430	1566	699
Arrive On Green	0.09	0.25	0.25	0.04	0.20	0.20	0.11	0.31	0.31	0.25	0.45	0.45
Sat Flow, veh/h	1734	2088	1240	1734	3084	396	1734	3207	292	1734	3460	1543
Grp Volume(v), veh/h	127	392	365	52	194	199	164	361	370	49	601	91
Grp Sat Flow(s),veh/h/ln	1734	1730	1598	1734	1730	1750	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	8.6	26.3	26.5	3.6	12.1	12.3	11.2	21.8	21.8	2.6	13.8	4.1
Cycle Q Clear(g_c), s	8.6	26.3	26.5	3.6	12.1	12.3	11.2	21.8	21.8	2.6	13.8	4.1
Prop In Lane	1.00		0.78	1.00		0.23	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	153	436	403	67	350	354	191	539	551	430	1566	699
V/C Ratio(X)	0.83	0.90	0.90	0.78	0.55	0.56	0.86	0.67	0.67	0.11	0.38	0.13
Avail Cap(c_a), veh/h	243	467	431	243	467	472	286	539	551	430	1566	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.8	43.4	43.5	57.2	43.0	43.1	52.5	35.9	35.9	34.9	21.8	19.1
Incr Delay (d2), s/veh	6.6	19.4	21.4	7.2	1.4	1.4	10.6	6.5	6.4	0.0	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	4.0	13.5	12.8	1.7	5.3	5.5	5.4	10.1	10.3	1.1	5.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	62.8	64.9	64.4	44.3	44.5	63.0	42.4	42.3	35.0	22.3	19.4
LnGrp LOS	E	E	E	E	D	D	E	D	D	C	C	B
Approach Vol, veh/h		884			445			895			741	
Approach Delay, s/veh		63.3			46.7			46.2			22.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	34.9	17.4	58.9	14.8	28.9	34.3	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 13	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	15.6	28.5	13.2	15.8	10.6	14.3	4.6	23.8
Green Ext Time (p_c), s	0.0	1.7	0.1	4.9	0.1	2.2	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	213	147	183	111	132
Future Vol, veh/h	177	213	147	183	111	132
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	239	165	206	125	148
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	10.8	11.7	12.1
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	183	177	107	107	111	132
LT Vol	0	0	177	0	0	111	0
Through Vol	147	0	0	0	0	0	132
RT Vol	0	183	0	107	107	0	0
Lane Flow Rate	165	206	199	120	120	125	148
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.299	0.332	0.377	0.187	0.128	0.248	0.274
Departure Headway (Hd)	6.517	5.808	6.823	5.611	3.858	7.165	6.658
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	550	617	527	638	924	500	538
Service Time	4.271	3.562	4.57	3.357	1.604	4.923	4.416
HCM Lane V/C Ratio	0.3	0.334	0.378	0.188	0.13	0.25	0.275
HCM Control Delay	12	11.4	13.7	9.7	7.2	12.3	11.9
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	1.2	1.5	1.7	0.7	0.4	1	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	89	127	88	202	2	179	16	168	4	14	7
Future Volume (veh/h)	34	89	127	88	202	2	179	16	168	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	48	125	179	124	285	3	252	23	237	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	684	305	179	865	9	588	35	448	157	321	135
Arrive On Green	0.05	0.20	0.20	0.10	0.25	0.25	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1734	3460	1543	1734	3508	37	1306	119	1543	103	1105	465
Grp Volume(v), veh/h	48	125	179	124	140	148	275	0	237	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1814	1425	0	1543	1673	0	0
Q Serve(g_s), s	0.9	1.0	3.5	2.3	2.2	2.2	5.0	0.0	4.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.0	3.5	2.3	2.2	2.2	5.5	0.0	4.2	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.92		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	94	684	305	179	427	448	623	0	448	613	0	0
V/C Ratio(X)	0.51	0.18	0.59	0.69	0.33	0.33	0.44	0.00	0.53	0.06	0.00	0.00
Avail Cap(c_a), veh/h	316	1888	842	447	1075	1128	1068	0	936	1112	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	11.0	12.0	14.3	10.2	10.2	10.2	0.0	9.8	8.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.1	1.8	4.8	0.4	0.4	0.5	0.0	1.0	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	0.4	0.3	1.1	0.9	0.7	0.7	1.3	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	11.1	13.8	19.1	10.6	10.6	10.7	0.0	10.8	8.5	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	A	A	A
Approach Vol, veh/h		352			412			512			36	
Approach Delay, s/veh		13.6			13.2			10.8			8.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.1	7.9	11.0	14.1	6.3	12.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	7.5	4.3	5.5	2.5	2.9	4.2
Green Ext Time (p_c), s	2.0	0.1	1.1	0.1	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	43	51	22	11	14
Future Vol, veh/h	86	43	51	22	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	47	55	24	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	251	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	738	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	709	935
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	1443	-
HCM Lane V/C Ratio	0.033	-	-	0.038	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	43	51	114	11	14
Future Vol, veh/h	70	43	51	114	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	47	55	124	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	334	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	661	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	635	956
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	782	-	-	1464	-
HCM Lane V/C Ratio	0.035	-	-	0.038	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	43	60	103	11	16
Future Vol, veh/h	28	43	60	103	11	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	47	65	112	12	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	296	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	695	1013
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	663	1013
Mov Cap-2 Maneuver	-	-	-	-	663	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	834	-	-	1522	-
HCM Lane V/C Ratio	0.035	-	-	0.043	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	143	193	420	122	11
Future Vol, veh/h	43	143	193	420	122	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	155	210	457	133	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	667	0	-	0	611	334
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	919	-	-	-	425	662
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	919	-	-	-	403	662
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	919	-	-	-	486	662
HCM Lane V/C Ratio	0.051	-	-	-	0.273	0.018
HCM Control Delay (s)	9.1	-	-	-	15.2	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	172	566	188	0	47
Future Vol, veh/h	0	172	566	188	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	187	615	204	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	410
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	591
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	591
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	591
HCM Lane V/C Ratio	-	-	-	0.086
HCM Control Delay (s)	-	-	-	11.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	0	127	163	0	32
Future Vol, veh/h	41	0	127	163	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	0	138	177	0	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	498	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	532	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	480	1025
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1563	-
HCM Lane V/C Ratio	0.034	-	-	0.088	-
HCM Control Delay (s)	8.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	265	698	225	0	56
Future Vol, veh/h	0	265	698	225	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	288	759	245	0	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	502
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	515
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	515
HCM Lane V/C Ratio	-	-	-	0.118
HCM Control Delay (s)	-	-	-	12.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	70	16	45	26	0	11	0	357	795	582	13
Future Volume (veh/h)	0	70	16	45	26	0	11	0	357	795	582	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	73	17	47	27	0	11	0	372	724	752	14
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	623	278	192	201	0	0	0	0	795	817	15
Arrive On Green	0.00	0.18	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.46	0.46	0.46
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1782	33
Grp Volume(v), veh/h	0	73	17	47	27	0		0.0		724	0	766
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1815
Q Serve(g_s), s	0.0	1.2	0.6	1.7	0.9	0.0				26.4	0.0	26.9
Cycle Q Clear(g_c), s	0.0	1.2	0.6	1.7	0.9	0.0				26.4	0.0	26.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.02
Lane Grp Cap(c), veh/h	0	623	278	192	201	0				795	0	832
V/C Ratio(X)	0.00	0.12	0.06	0.25	0.13	0.00				0.91	0.00	0.92
Avail Cap(c_a), veh/h	0	1518	677	624	655	0				853	0	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	23.2	27.7	27.4	0.0				17.2	0.0	17.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				12.7	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.2	0.7	0.4	0.0				12.0	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.4	23.2	27.9	27.5	0.0				29.8	0.0	30.8
LnGrp LOS	A	C	C	C	C	A				C	A	C
Approach Vol, veh/h		90			74						1490	
Approach Delay, s/veh		23.4			27.8						30.3	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		17.4		37.7		13.0						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		3.2		28.9		3.7						
Green Ext Time (p_c), s		0.3		2.3		0.1						

Intersection Summary		
HCM 6th Ctrl Delay		29.8
HCM 6th LOS		C

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	736	0	0	424	403	15	3	346	0	0	0
Future Volume (veh/h)	313	736	0	0	424	403	15	3	346	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	364	856	0	0	493	469	0	0	422			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	481	2245	0	0	732	653	0	314	531			
Arrive On Green	0.14	0.65	0.00	0.00	0.42	0.42	0.00	0.00	0.17			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	0	1821	3087			
Grp Volume(v), veh/h	364	856	0	0	493	469	0	0	422			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	0	1821	1543			
Q Serve(g_s), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Cycle Q Clear(g_c), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		1.00			
Lane Grp Cap(c), veh/h	481	2245	0	0	732	653	0	314	531			
V/C Ratio(X)	0.76	0.38	0.00	0.00	0.67	0.72	0.00	0.00	0.79			
Avail Cap(c_a), veh/h	1789	2245	0	0	908	810	0	636	1078			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	23.5	4.7	0.0	0.0	13.3	13.6	0.0	0.0	22.6			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	2.1	3.2	0.0	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			
%ile BackOfQ(50%),veh/ln	2.2	1.5	0.0	0.0	4.7	4.8	0.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	4.7	0.0	0.0	15.4	16.8	0.0	0.0	23.7			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1220			962			422				
Approach Delay, s/veh		10.6			16.1			23.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.9	29.2		14.9		42.1						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	8.3	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	7.9	16.3		9.5		8.6						
Green Ext Time (p_c), s	0.3	7.8		0.4		4.2						

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	965	86	48	692	18	103	2	31	12	8	7
Future Volume (veh/h)	15	965	86	48	692	18	103	2	31	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1222	109	61	876	23	130	3	39	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	2235	199	312	2437	64	206	4	268	53	33	17
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3214	286	1734	3445	90	874	20	1543	73	192	95
Grp Volume(v), veh/h	19	657	674	61	440	459	133	0	39	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1770	1734	1730	1805	895	0	1543	361	0	0
Q Serve(g_s), s	0.4	24.2	24.4	1.3	13.0	13.0	0.0	0.0	2.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	24.2	24.4	1.3	13.0	13.0	20.1	0.0	2.8	20.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	458	1203	1231	312	1224	1277	210	0	268	102	0	0
V/C Ratio(X)	0.04	0.55	0.55	0.20	0.36	0.36	0.63	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	643	1203	1231	475	1224	1277	295	0	361	194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	9.7	9.7	7.9	7.5	7.5	52.7	0.0	45.6	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	1.6	0.2	0.6	0.6	3.1	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.2	9.4	0.5	4.7	4.9	4.4	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	11.4	11.4	8.1	8.1	8.1	55.9	0.0	45.8	48.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1350			960			172			34	
Approach Delay, s/veh		11.3			8.1			53.6			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	95.1		27.1	6.2	96.7		27.1
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.3	26.4		22.5	2.4	15.0		22.1
Green Ext Time (p_c), s	0.1	13.0		0.0	0.0	7.1		0.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	480	249	74	327	88	146	375	65	60	423	278
Future Volume (veh/h)	262	480	249	74	327	88	146	375	65	60	423	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	316	578	300	89	394	106	176	452	78	72	510	335
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	315	933	484	112	828	220	203	922	158	92	859	383
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1734	2203	1142	1734	2703	719	1734	2953	507	1734	3460	1543
Grp Volume(v), veh/h	316	454	424	89	251	249	176	264	266	72	510	335
Grp Sat Flow(s),veh/h/ln	1734	1730	1615	1734	1730	1692	1734	1730	1730	1734	1730	1543
Q Serve(g_s), s	21.8	24.6	24.6	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.0
Cycle Q Clear(g_c), s	21.8	24.6	24.6	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.0
Prop In Lane	1.00		0.71	1.00		0.43	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	315	733	684	112	530	518	203	540	540	92	859	383
V/C Ratio(X)	1.00	0.62	0.62	0.79	0.47	0.48	0.87	0.49	0.49	0.79	0.59	0.87
Avail Cap(c_a), veh/h	315	733	684	243	530	518	272	540	540	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.97	0.97	0.97	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	27.0	27.0	57.9	44.8	44.9	52.1	33.5	33.5	56.2	39.8	43.3
Incr Delay (d2), s/veh	46.9	3.3	3.5	4.6	2.9	3.1	13.3	0.8	0.8	5.5	1.1	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	13.5	10.7	10.1	2.9	8.1	8.0	5.9	6.3	6.4	2.3	6.8	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	30.3	30.5	62.5	47.7	48.0	65.3	34.2	34.3	61.6	40.9	61.4
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1194			589			706			917	
Approach Delay, s/veh		47.8			50.1			42.0			50.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.4	18.2	34.4	26.0	41.4	10.5	42.1
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.1	26.6	14.0	27.0	23.8	18.7	6.9	17.0
Green Ext Time (p_c), s	0.1	4.3	0.1	2.8	0.0	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Future Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	51	707	53	45	579	65	29	108	52	15	108	68
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	2338	175	57	2233	250	57	138	61	42	140	83
Arrive On Green	0.08	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3263	244	1734	3137	351	167	1011	447	74	1028	609
Grp Volume(v), veh/h	51	375	385	45	319	325	189	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1777	1734	1730	1758	1626	0	0	1710	0	0
Q Serve(g_s), s	3.5	0.0	0.0	3.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.1	0.0	0.0	13.6	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.20	0.15		0.28	0.08		0.36
Lane Grp Cap(c), veh/h	65	1240	1273	57	1232	1252	256	0	0	265	0	0
V/C Ratio(X)	0.78	0.30	0.30	0.78	0.26	0.26	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1240	1273	228	1232	1252	391	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	55.6	0.0	0.0	50.5	0.0	0.0	50.4	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.5	0.5	18.8	0.5	0.5	4.1	0.0	0.0	3.7	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	1.7	0.2	0.2	1.6	0.2	0.2	5.8	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	0.5	0.5	74.4	0.5	0.5	54.6	0.0	0.0	54.0	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		811			689			189			191	
Approach Delay, s/veh		4.8			5.3			54.6			54.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	90.9		20.9	8.7	90.3		20.9
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.1	2.0		14.9	5.5	2.0		15.6
Green Ext Time (p_c), s	0.0	5.7		0.8	0.1	4.6		0.7

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Future Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	473	102	120	398	131	121	650	90	138	663	81
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	1268	272	401	1168	380	147	771	107	164	910	406
Arrive On Green	0.02	0.15	0.15	0.05	0.46	0.46	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	1734	2834	607	1734	2566	835	1734	3053	422	1734	3460	1543
Grp Volume(v), veh/h	99	288	287	120	267	262	121	368	372	138	663	81
Grp Sat Flow(s),veh/h/ln	1734	1730	1712	1734	1730	1671	1734	1730	1745	1734	1730	1543
Q Serve(g_s), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Cycle Q Clear(g_c), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Prop In Lane	1.00		0.35	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	449	774	766	401	787	760	147	437	441	164	910	406
V/C Ratio(X)	0.22	0.37	0.38	0.30	0.34	0.34	0.83	0.84	0.84	0.84	0.73	0.20
Avail Cap(c_a), veh/h	583	774	766	522	787	760	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	35.9	36.0	17.7	21.1	21.1	54.1	42.6	42.6	53.4	40.3	34.4
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.2	1.2	1.2	4.4	10.3	10.4	5.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.6	8.6	1.8	5.1	5.0	3.8	11.5	11.7	4.3	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	37.2	37.3	17.8	22.2	22.4	58.5	52.9	53.0	58.5	42.6	34.7
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		674			649			861			882	
Approach Delay, s/veh		34.4			21.5			53.7			44.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	58.6	14.3	36.4	9.7	59.5	15.6	35.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.5	20.2	10.2	23.0	5.7	14.2	11.4	26.3
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	187	28	32	104	5	81	6	59	78	301	293	10
Future Vol, veh/h	187	28	32	104	5	81	6	59	78	301	293	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	205	31	35	114	5	89	7	65	86	331	322	11
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.4	12.5	12.6	20.4
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	98%	0%	100%	0%
Vol Thru, %	0%	43%	0%	47%	2%	3%	0%	97%
Vol Right, %	0%	57%	0%	53%	0%	97%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	137	187	60	107	84	301	303
LT Vol	6	0	187	0	104	0	301	0
Through Vol	0	59	0	28	3	3	0	293
RT Vol	0	78	0	32	0	81	0	10
Lane Flow Rate	7	151	205	66	117	92	331	333
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.015	0.293	0.45	0.128	0.261	0.174	0.651	0.606
Departure Headway (Hd)	7.94	7.017	7.875	6.982	8.02	6.823	7.082	6.55
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	512	458	515	448	526	513	553
Service Time	5.684	4.761	5.597	4.703	5.759	4.562	4.797	4.265
HCM Lane V/C Ratio	0.016	0.295	0.448	0.128	0.261	0.175	0.645	0.602
HCM Control Delay	10.8	12.7	16.9	10.7	13.6	11	22.1	18.8
HCM Lane LOS	B	B	C	B	B	B	C	C
HCM 95th-tile Q	0	1.2	2.3	0.4	1	0.6	4.6	4

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	388	166	114	102	19
Future Vol, veh/h	31	388	166	114	102	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	456	195	134	120	22
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	11.4	9.7	10.5
HCM LOS	B	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	0%	0%	0%	84%
Vol Thru, %	81%	100%	100%	33%	0%
Vol Right, %	0%	0%	0%	67%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	259	111	169	121
LT Vol	31	0	0	0	102
Through Vol	129	259	111	55	0
RT Vol	0	0	0	114	19
Lane Flow Rate	189	304	130	199	142
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.281	0.444	0.197	0.275	0.226
Departure Headway (Hd)	5.356	5.258	5.447	4.972	5.717
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	666	682	654	715	624
Service Time	3.126	3.028	3.223	2.748	3.799
HCM Lane V/C Ratio	0.284	0.446	0.199	0.278	0.228
HCM Control Delay	10.2	12.2	9.6	9.7	10.5
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	1.2	2.3	0.7	1.1	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	186	195	83	166	34	93	463	86	40	567	52
Future Volume (veh/h)	58	186	195	83	166	34	93	463	86	40	567	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	64	204	214	91	182	37	102	509	95	44	623	57
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	82	855	762	114	1473	293	126	794	148	56	746	68
Arrive On Green	0.05	0.49	0.49	0.07	0.51	0.51	0.07	0.27	0.27	0.03	0.23	0.23
Sat Flow, veh/h	1734	1730	1543	1734	2876	573	1734	2913	541	1734	3206	293
Grp Volume(v), veh/h	64	204	214	91	108	111	102	301	303	44	336	344
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1718	1734	1730	1724	1734	1730	1768
Q Serve(g_s), s	4.7	8.8	10.6	6.7	4.2	4.4	7.5	19.9	20.1	3.3	24.0	24.1
Cycle Q Clear(g_c), s	4.7	8.8	10.6	6.7	4.2	4.4	7.5	19.9	20.1	3.3	24.0	24.1
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.31	1.00		0.17
Lane Grp Cap(c), veh/h	82	855	762	114	886	880	126	472	470	56	403	411
V/C Ratio(X)	0.78	0.24	0.28	0.80	0.12	0.13	0.81	0.64	0.64	0.78	0.83	0.84
Avail Cap(c_a), veh/h	237	855	762	237	886	880	237	631	629	211	604	618
HCM Platoon Ratio	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.3	18.9	19.3	59.9	16.5	16.5	59.4	41.6	41.7	62.4	47.5	47.5
Incr Delay (d2), s/veh	14.7	0.7	0.9	12.1	0.3	0.3	9.7	1.2	1.2	15.2	4.6	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.7	4.0	3.3	1.8	1.8	3.7	8.7	8.7	1.7	10.9	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	19.5	20.2	72.1	16.8	16.8	69.1	42.8	42.9	77.6	52.1	52.2
LnGrp LOS	E	B	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		482			310			706			724	
Approach Delay, s/veh		27.3			33.0			46.7			53.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	68.8	13.6	34.8	10.3	71.2	8.4	40.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	8.7	12.6	9.5	26.1	6.7	6.4	5.3	22.1
Green Ext Time (p_c), s	0.1	2.5	0.1	4.1	0.1	1.2	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

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

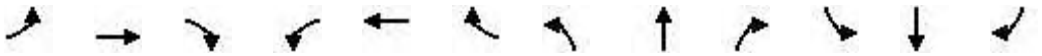
Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	129	49	68	62	433	28
Future Vol, veh/h	129	49	68	62	433	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	143	54	76	69	481	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	718	497	512	0	-	0
Stage 1	497	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	396	573	1053	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	573	1053	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	4.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1053	-	366	573	-	-
HCM Lane V/C Ratio	0.072	-	0.392	0.095	-	-
HCM Control Delay (s)	8.7	0	21	11.9	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.8	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	516	105	18	208	20	47	28	32	170	238	56
Future Volume (veh/h)	0	516	105	18	208	20	47	28	32	170	238	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	567	115	20	229	22	52	31	35	187	262	62
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	498	101	99	1178	118	169	191	216	375	349	83
Arrive On Green	0.00	0.17	0.17	0.13	0.13	0.13	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	0	2958	580	254	3019	303	1056	781	882	1335	1424	337
Grp Volume(v), veh/h	0	341	341	143	0	128	52	0	66	187	0	324
Grp Sat Flow(s),veh/h/ln	0	1730	1717	1808	0	1767	1056	0	1662	1335	0	1761
Q Serve(g_s), s	0.0	13.9	13.9	5.6	0.0	5.2	3.8	0.0	2.5	10.2	0.0	13.6
Cycle Q Clear(g_c), s	0.0	13.9	13.9	5.6	0.0	5.2	17.5	0.0	2.5	12.7	0.0	13.6
Prop In Lane	0.00		0.34	0.14		0.17	1.00		0.53	1.00		0.19
Lane Grp Cap(c), veh/h	0	301	298	705	0	689	169	0	407	375	0	431
V/C Ratio(X)	0.00	1.14	1.14	0.20	0.00	0.19	0.31	0.00	0.16	0.50	0.00	0.75
Avail Cap(c_a), veh/h	0	301	298	705	0	689	239	0	517	464	0	548
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.1	23.7	0.0	23.5	36.0	0.0	23.8	28.8	0.0	28.0
Incr Delay (d2), s/veh	0.0	93.8	96.0	0.6	0.0	0.6	0.4	0.0	0.1	0.4	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.5	13.5	2.6	0.0	2.3	1.0	0.0	1.0	3.2	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	126.8	129.1	24.4	0.0	24.1	36.4	0.0	23.8	29.1	0.0	31.0
LnGrp LOS	A	F	F	C	A	C	D	A	C	C	A	C
Approach Vol, veh/h		682			271			118			511	
Approach Delay, s/veh		128.0			24.2			29.4			30.3	
Approach LOS		F			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.3		24.7		19.0		24.7				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		7.6		15.6		15.9		19.5				
Green Ext Time (p_c), s		0.9		1.2		0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		71.3
HCM 6th LOS		E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	495	227	367	119	0	0	0	0	376	1	127
Future Volume (veh/h)	0	495	227	367	119	0	0	0	0	376	1	127
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	562	258	417	135	0				472	0	96
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1775	792	379	2418	0				603	0	268
Arrive On Green	0.00	0.53	0.53	0.11	0.70	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3528	1501	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	553	267	417	135	0				472	0	96
Grp Sat Flow(s),veh/h/ln	0	1657	1551	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	7.6	7.8	9.0	1.0	0.0				10.4	0.0	4.4
Cycle Q Clear(g_c), s	0.0	7.6	7.8	9.0	1.0	0.0				10.4	0.0	4.4
Prop In Lane	0.00		0.97	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1748	818	379	2418	0				603	0	268
V/C Ratio(X)	0.00	0.32	0.33	1.10	0.06	0.00				0.78	0.00	0.36
Avail Cap(c_a), veh/h	0	1748	818	379	2418	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.7	10.8	35.5	3.8	0.0				31.6	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.0	0.1	70.0	0.0	0.0				2.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	2.5	7.3	0.3	0.0				4.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.8	10.9	105.5	3.8	0.0				34.0	0.0	29.9
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		820			552						568	
Approach Delay, s/veh		10.8			80.6						33.3	
Approach LOS		B			F						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.0	19.0	13.7	47.3
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	3.0	12.4	11.0	9.8
Green Ext Time (p_c), s	0.6	1.5	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	547	0	0	424	451	55	1	366	0	0	0
Future Volume (veh/h)	331	547	0	0	424	451	55	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	348	576	0	0	446	475	39	0	406			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	361	2070	0	0	675	602	317	0	565			
Arrive On Green	0.11	0.60	0.00	0.00	0.39	0.39	0.18	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	1734	0	3087			
Grp Volume(v), veh/h	348	576	0	0	446	475	39	0	406			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1734	0	1543			
Q Serve(g_s), s	4.8	3.7	0.0	0.0	9.9	12.6	0.9	0.0	5.8			
Cycle Q Clear(g_c), s	4.8	3.7	0.0	0.0	9.9	12.6	0.9	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	361	2070	0	0	675	602	317	0	565			
V/C Ratio(X)	0.96	0.28	0.00	0.00	0.66	0.79	0.12	0.00	0.72			
Avail Cap(c_a), veh/h	361	2731	0	0	1006	897	670	0	1192			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.7	4.5	0.0	0.0	11.7	12.5	15.9	0.0	17.9			
Incr Delay (d2), s/veh	37.7	0.0	0.0	0.0	0.4	1.5	0.1	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			
%ile BackOfQ(50%),veh/ln	3.6	0.8	0.0	0.0	3.1	3.7	0.3	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	4.5	0.0	0.0	12.1	14.0	16.0	0.0	18.6			
LnGrp LOS	E	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		924			921			445				
Approach Delay, s/veh		24.8			13.1			18.3				
Approach LOS		C			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	23.3		13.6		33.0			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	6.8	14.6		7.8		5.7			
Green Ext Time (p_c), s	0.0	3.5		0.8		2.8			

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	732	11	19	797	48	23	4	21	68	8	128
Future Volume (veh/h)	90	732	11	19	797	48	23	4	21	68	8	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	832	12	22	906	55	26	5	24	77	9	145
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2373	34	30	2068	126	51	8	39	210	11	177
Arrive On Green	0.07	0.68	0.68	0.03	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3492	50	1734	3314	201	1734	273	1312	1734	91	1466
Grp Volume(v), veh/h	102	412	432	22	473	488	26	0	29	77	0	154
Grp Sat Flow(s),veh/h/ln	1734	1730	1812	1734	1730	1785	1734	0	1585	1734	0	1557
Q Serve(g_s), s	7.0	12.0	12.0	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Cycle Q Clear(g_c), s	7.0	12.0	12.0	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	126	1176	1231	30	1080	1114	51	0	47	210	0	188
V/C Ratio(X)	0.81	0.35	0.35	0.73	0.44	0.44	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1176	1231	214	1080	1114	150	0	137	410	0	369
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	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	8.1	8.1	57.6	0.0	0.0	57.4	0.0	57.6	48.5	0.0	51.4
Incr Delay (d2), s/veh	10.8	0.8	0.7	27.2	1.2	1.2	7.5	0.0	12.5	1.1	0.0	8.4
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	3.4	4.5	4.7	0.9	0.4	0.4	0.9	0.0	1.0	2.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	8.9	8.8	84.8	1.2	1.2	64.9	0.0	70.0	49.6	0.0	59.8
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		946			983			55			231	
Approach Delay, s/veh		15.0			3.1			67.6			56.4	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	86.4		19.1	12.9	79.8		8.2
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	13.5	14.0		13.6	9.0	2.0		4.2
Green Ext Time (p_c), s	0.0	6.2		0.9	0.1	7.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	784	28	12	725	47	10	3	13	23	5	30
Future Volume (veh/h)	31	784	28	12	725	47	10	3	13	23	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	35	891	32	14	824	53	11	3	15	26	6	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1017	37	816	2473	159	13	4	18	33	8	44
Arrive On Green	0.05	0.60	0.60	0.47	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3407	122	1734	3301	212	621	169	847	645	149	843
Grp Volume(v), veh/h	35	452	471	14	432	445	29	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1799	1734	1730	1783	1638	0	0	1637	0	0
Q Serve(g_s), s	2.4	26.5	26.5	0.5	10.0	10.0	2.1	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	26.5	26.5	0.5	10.0	10.0	2.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.12	0.38		0.52	0.39		0.52
Lane Grp Cap(c), veh/h	44	516	537	816	1296	1336	35	0	0	84	0	0
V/C Ratio(X)	0.80	0.88	0.88	0.02	0.33	0.33	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	721	816	1296	1336	142	0	0	387	0	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)	0.93	0.93	0.93	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	22.3	22.3	17.0	5.0	5.0	58.5	0.0	0.0	56.2	0.0	0.0
Incr Delay (d2), s/veh	10.8	17.5	16.9	0.0	0.6	0.6	16.5	0.0	0.0	5.8	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	1.2	9.8	10.1	0.2	3.4	3.5	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	39.8	39.3	17.0	5.6	5.6	75.0	0.0	0.0	62.0	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		958			891			29			66	
Approach Delay, s/veh		40.5			5.8			75.0			62.0	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.3	40.7		10.8	7.2	94.8		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	28.5		6.8	4.4	12.0		4.1
Green Ext Time (p_c), s	0.0	7.3		0.2	0.0	8.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	436	225	223	519	80	231	453	164	131	562	121
Future Volume (veh/h)	143	436	225	223	519	80	231	453	164	131	562	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	161	490	253	251	583	90	260	509	184	147	631	136
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	219	1584	706	307	1454	224	316	876	531	203	760	439
Arrive On Green	0.06	0.46	0.46	0.18	0.97	0.97	0.19	0.51	0.51	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3005	463	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	161	490	253	251	335	338	260	509	184	147	631	136
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	6.1	11.6	13.8	9.3	1.3	1.3	9.7	13.4	8.8	5.6	22.6	9.0
Cycle Q Clear(g_c), s	6.1	11.6	13.8	9.3	1.3	1.3	9.7	13.4	8.8	5.6	22.6	9.0
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1584	706	307	837	841	316	876	531	203	760	439
V/C Ratio(X)	0.74	0.31	0.36	0.82	0.40	0.40	0.82	0.58	0.35	0.72	0.83	0.31
Avail Cap(c_a), veh/h	512	1584	706	512	837	841	512	1049	609	461	995	544
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	0.84	0.84	0.84	0.56	0.56	0.56
Uniform Delay (d), s/veh	59.7	22.3	22.9	52.1	1.1	1.1	51.8	27.3	20.4	60.0	48.4	36.5
Incr Delay (d2), s/veh	4.5	0.5	1.3	4.8	1.3	1.3	4.8	0.5	0.3	2.8	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.9	5.3	3.8	0.6	0.6	3.9	4.6	2.8	2.5	10.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	22.7	24.2	56.9	2.4	2.4	56.5	27.8	20.7	62.8	51.1	36.7
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		904			924			953			914	
Approach Delay, s/veh		30.5			17.2			34.3			50.8	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	64.4	16.4	33.1	12.6	67.8	12.0	37.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.3	15.8	11.7	24.6	8.1	3.3	7.6	15.4
Green Ext Time (p_c), s	0.5	4.1	0.6	3.9	0.4	4.7	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Future Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	679	54	118	886	78	75	44	134	132	59	108
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2032	907	140	2034	179	95	189	160	157	253	214
Arrive On Green	0.07	1.00	1.00	0.16	1.00	1.00	0.06	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3217	283	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	49	679	54	118	476	488	75	44	134	132	59	108
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	2032	907	140	1094	1119	95	189	160	157	253	214
V/C Ratio(X)	0.78	0.33	0.06	0.84	0.44	0.44	0.79	0.23	0.84	0.84	0.23	0.50
Avail Cap(c_a), veh/h	251	2032	907	251	1094	1119	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	53.7	0.0	0.0	60.7	53.5	57.2	58.2	49.8	51.8
Incr Delay (d2), s/veh	7.4	0.4	0.1	4.1	1.0	1.0	13.1	0.6	11.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.6	0.3	0.3	2.8	1.4	4.8	4.5	1.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.4	0.1	57.8	1.0	1.0	73.8	54.1	68.4	62.8	50.3	53.6
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		782			1082			253			299	
Approach Delay, s/veh		4.6			7.2			67.5			57.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	81.3	11.4	22.7	8.9	87.1	15.9	18.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 10	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.6	2.0	7.6	10.4	5.6	2.0	11.7	13.1
Green Ext Time (p_c), s	0.1	7.0	0.1	0.5	0.0	9.8	0.1	0.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Future Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	599	120	107	682	153	112	484	68	148	747	191
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	202	1393	278	159	1325	297	137	694	97	174	862	385
Arrive On Green	0.12	0.97	0.97	0.05	0.47	0.47	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2874	574	3365	2808	630	1734	3048	426	1734	3460	1543
Grp Volume(v), veh/h	149	360	359	107	420	415	112	274	278	148	747	191
Grp Sat Flow(s),veh/h/ln	1682	1730	1718	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Cycle Q Clear(g_c), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Prop In Lane	1.00		0.33	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	202	839	833	159	816	806	137	394	397	174	862	385
V/C Ratio(X)	0.74	0.43	0.43	0.67	0.51	0.51	0.82	0.69	0.70	0.85	0.87	0.50
Avail Cap(c_a), veh/h	461	839	833	461	816	806	251	494	498	251	987	440
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	1.0	1.0	60.9	23.9	23.9	59.0	46.1	46.1	57.5	46.7	41.8
Incr Delay (d2), s/veh	4.7	1.5	1.5	4.9	2.3	2.3	11.4	3.1	3.2	17.0	7.4	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	2.4	0.7	0.7	1.8	9.4	9.3	4.0	8.4	8.6	5.6	12.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	2.5	2.5	65.8	26.2	26.3	70.4	49.1	49.3	74.5	54.2	42.8
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		868			942			664			1086	
Approach Delay, s/veh		12.5			30.8			52.8			54.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	67.9	14.4	37.3	12.0	66.3	17.2	34.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.1	3.4	10.3	28.9	7.6	24.0	12.9	21.1
Green Ext Time (p_c), s	0.2	4.9	0.1	3.5	0.3	4.5	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	16	72	57	13	35
Future Vol, veh/h	145	16	72	57	13	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	17	78	62	14	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	354	88
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1399	-	618	953
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	583	953
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	953	-	-	1399	-
HCM Lane V/C Ratio	0.024	0.04	-	-	0.056	-
HCM Control Delay (s)	11.3	8.9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	210	56	70	129	40	27	67	101	148	240	16
Future Vol, veh/h	10	210	56	70	129	40	27	67	101	148	240	16
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	212	57	71	130	40	27	68	102	149	242	16
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	12.8	11.9	13	15.3
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	40%	0%	100%	56%	0%	100%	52%	0%	94%
Vol Right, %	0%	60%	0%	0%	44%	0%	0%	48%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	168	10	140	126	70	86	83	148	256
LT Vol	27	0	10	0	0	70	0	0	148	0
Through Vol	0	67	0	140	70	0	86	43	0	240
RT Vol	0	101	0	0	56	0	0	40	0	16
Lane Flow Rate	27	170	10	141	127	71	87	84	149	259
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.061	0.334	0.022	0.293	0.252	0.158	0.182	0.168	0.31	0.496
Departure Headway (Hd)	8.004	7.075	7.967	7.455	7.136	8.06	7.548	7.202	7.456	6.909
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	509	449	482	503	445	475	498	483	522
Service Time	5.748	4.818	5.713	5.2	4.882	5.808	5.296	4.95	5.194	4.648
HCM Lane V/C Ratio	0.06	0.334	0.022	0.293	0.252	0.16	0.183	0.169	0.308	0.496
HCM Control Delay	11.3	13.3	10.9	13.3	12.3	12.3	12	11.4	13.5	16.3
HCM Lane LOS	B	B	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	1.5	0.1	1.2	1	0.6	0.7	0.6	1.3	2.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	351	130	274	162	0	0	0	0	487	2	63
Future Volume (veh/h)	0	351	130	274	162	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	382	141	298	176	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	871	306	170	1550	0				549	2	490
Arrive On Green	0.00	0.24	0.24	0.10	0.45	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3794	1276	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	347	176	298	176	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1591	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	4.6	4.9	5.1	1.5	0.0				15.7	0.0	1.6
Cycle Q Clear(g_c), s	0.0	4.6	4.9	5.1	1.5	0.0				15.7	0.0	1.6
Prop In Lane	0.00		0.80	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	796	382	170	1550	0				551	0	490
V/C Ratio(X)	0.00	0.44	0.46	1.75	0.11	0.00				0.96	0.00	0.14
Avail Cap(c_a), veh/h	0	1945	934	170	2749	0				551	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	16.9	23.4	8.3	0.0				17.5	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.6	1.5	361.1	0.1	0.0				29.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.8	19.0	0.5	0.0				9.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.4	18.4	384.5	8.4	0.0				46.9	0.0	12.8
LnGrp LOS	A	B	B	F	A	A				D	A	B
Approach Vol, veh/h		523			474						599	
Approach Delay, s/veh		17.7			244.9						43.0	
Approach LOS		B			F						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	29.4	22.6	10.8	18.6
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	3.5	17.7	7.1	6.9
Green Ext Time (p_c), s	1.9	0.0	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	94.7
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	702	0	0	366	360	66	2	245	0	0	0
Future Volume (veh/h)	130	702	0	0	366	360	66	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	143	771	0	0	402	396	73	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	164	1953	0	0	631	563	355	10	324			
Arrive On Green	0.09	0.56	0.00	0.00	0.36	0.36	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1690	46	1543			
Grp Volume(v), veh/h	143	771	0	0	402	396	75	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1737	0	1543			
Q Serve(g_s), s	4.4	6.8	0.0	0.0	10.4	11.9	1.9	0.0	9.0			
Cycle Q Clear(g_c), s	4.4	6.8	0.0	0.0	10.4	11.9	1.9	0.0	9.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	164	1953	0	0	631	563	365	0	324			
V/C Ratio(X)	0.87	0.39	0.00	0.00	0.64	0.70	0.21	0.00	0.83			
Avail Cap(c_a), veh/h	164	2323	0	0	816	728	530	0	471			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.2	6.6	0.0	0.0	14.2	14.7	17.6	0.0	20.4			
Incr Delay (d2), s/veh	35.9	0.2	0.0	0.0	1.8	3.2	0.1	0.0	5.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	1.9	0.0	0.0	3.8	4.0	0.7	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	6.8	0.0	0.0	16.1	17.8	17.7	0.0	25.8			
LnGrp LOS	E	A	A	A	B	B	B	A	C			
Approach Vol, veh/h		914			798			344				
Approach Delay, s/veh		15.2			16.9			24.0				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.8	25.8		17.5		36.6						
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1						
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3						
Max Q Clear Time (g_c+I1), s	6.4	13.9		11.0		8.8						
Green Ext Time (p_c), s	0.0	5.9		0.4		9.5						

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	707	34	20	546	15	46	6	14	9	10	43
Future Vol, veh/h	29	707	34	20	546	15	46	6	14	9	10	43
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	736	35	21	569	16	48	6	15	9	10	45
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	18.2	14.7	10.9	10.4
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	8%	0%	7%	0%	15%
Vol Thru, %	9%	92%	91%	93%	95%	16%
Vol Right, %	21%	0%	9%	0%	5%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	383	388	293	288	62
LT Vol	46	29	0	20	0	9
Through Vol	6	354	354	273	273	10
RT Vol	14	0	34	0	15	43
Lane Flow Rate	69	398	404	305	300	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.131	0.642	0.639	0.511	0.496	0.116
Departure Headway (Hd)	6.858	5.797	5.696	6.022	5.95	6.482
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	622	634	598	606	552
Service Time	4.906	3.534	3.433	3.765	3.693	4.53
HCM Lane V/C Ratio	0.132	0.64	0.637	0.51	0.495	0.118
HCM Control Delay	10.9	18.4	18	14.9	14.4	10.4
HCM Lane LOS	B	C	C	B	B	B
HCM 95th-tile Q	0.4	4.6	4.6	2.9	2.8	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	426	184	71	342	46	115	588	75	51	709	154
Future Volume (veh/h)	125	426	184	71	342	46	115	588	75	51	709	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	140	479	207	80	384	52	129	661	84	57	797	173
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	165	537	230	101	584	79	154	1007	128	433	1695	756
Arrive On Green	0.10	0.23	0.23	0.06	0.19	0.19	0.09	0.33	0.33	0.17	0.33	0.33
Sat Flow, veh/h	1734	2357	1012	1734	3065	412	1734	3089	392	1734	3460	1543
Grp Volume(v), veh/h	140	351	335	80	216	220	129	370	375	57	797	173
Grp Sat Flow(s),veh/h/ln	1734	1730	1639	1734	1730	1747	1734	1730	1751	1734	1730	1543
Q Serve(g_s), s	10.3	25.5	25.8	5.9	15.0	15.2	9.5	23.8	23.9	3.6	23.8	10.6
Cycle Q Clear(g_c), s	10.3	25.5	25.8	5.9	15.0	15.2	9.5	23.8	23.9	3.6	23.8	10.6
Prop In Lane	1.00		0.62	1.00		0.24	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	165	394	373	101	330	333	154	564	571	433	1695	756
V/C Ratio(X)	0.85	0.89	0.90	0.80	0.65	0.66	0.84	0.66	0.66	0.13	0.47	0.23
Avail Cap(c_a), veh/h	278	431	408	278	431	435	558	564	571	433	1695	756
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.9	48.6	48.7	60.5	48.6	48.7	58.3	37.5	37.6	42.1	30.3	25.8
Incr Delay (d2), s/veh	5.1	19.0	21.0	5.3	2.2	2.4	4.5	5.9	5.8	0.0	0.7	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	4.8	13.1	12.7	2.8	6.7	6.9	4.4	11.0	11.2	1.6	10.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	67.6	69.7	65.7	50.8	51.1	62.8	43.4	43.4	42.2	30.9	26.3
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		826			516			874			1027	
Approach Delay, s/veh		67.7			53.2			46.2			30.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	34.2	15.8	68.3	16.6	29.4	37.1	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 21	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	17.9	27.8	11.5	25.8	12.3	17.2	5.6	25.9
Green Ext Time (p_c), s	0.1	1.8	0.2	0.0	0.1	2.3	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	150.7
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	78	57	783	164	169
Future Vol, veh/h	357	78	57	783	164	169
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	83	61	833	174	180
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	34.9	263.4	17.9
HCM LOS	D	F	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	783	357	39	39	164	169
LT Vol	0	0	357	0	0	164	0
Through Vol	57	0	0	0	0	0	169
RT Vol	0	783	0	39	39	0	0
Lane Flow Rate	61	833	380	41	41	174	180
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.126	1.566	0.82	0.076	0.056	0.408	0.395
Departure Headway (Hd)	7.485	6.769	8.667	7.43	5.642	9.448	8.928
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	541	422	485	639	384	406
Service Time	5.23	4.515	6.367	5.13	3.342	7.148	6.628
HCM Lane V/C Ratio	0.127	1.54	0.9	0.085	0.064	0.453	0.443
HCM Control Delay	11.3	281.8	40.4	10.7	8.7	18.5	17.3
HCM Lane LOS	B	F	E	B	A	C	C
HCM 95th-tile Q	0.4	44.4	7.6	0.2	0.2	1.9	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	598	344	255	358	8	73	5	232	3	7	6
Future Volume (veh/h)	4	598	344	255	358	8	73	5	232	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	842	485	359	504	11	103	7	327	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1157	516	274	1676	37	469	28	397	115	227	151
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3462	76	1321	108	1543	141	884	586
Grp Volume(v), veh/h	6	842	485	359	252	263	110	0	327	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1808	1429	0	1543	1611	0	0
Q Serve(g_s), s	0.2	11.5	16.4	8.5	4.7	4.7	2.7	0.0	10.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.5	16.4	8.5	4.7	4.7	3.2	0.0	10.8	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.94		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1157	516	274	838	875	497	0	397	493	0	0
V/C Ratio(X)	0.43	0.73	0.94	1.31	0.30	0.30	0.22	0.00	0.82	0.04	0.00	0.00
Avail Cap(c_a), veh/h	193	1157	516	274	838	875	659	0	573	667	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	15.8	17.4	22.7	8.4	8.4	16.0	0.0	18.9	15.1	0.0	0.0
Incr Delay (d2), s/veh	20.0	2.3	25.5	163.7	0.2	0.2	0.2	0.0	6.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.3	8.7	15.6	1.5	1.5	1.0	0.0	4.1	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	18.1	42.9	186.4	8.6	8.6	16.2	0.0	25.3	15.1	0.0	0.0
LnGrp LOS	D	B	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1333			874			437			22	
Approach Delay, s/veh		27.3			81.6			23.0			15.1	
Approach LOS		C			F			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.3	13.0	22.5	18.3	4.9	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	12.8	10.5	18.4	2.5	2.2	6.7
Green Ext Time (p_c), s	1.1	0.0	0.0	0.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	85	43	54
Future Vol, veh/h	21	11	13	85	43	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	92	47	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	149	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	843	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	835	1046
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	941	-	-	1576	-
HCM Lane V/C Ratio	0.112	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	11	13	69	43	55
Future Vol, veh/h	116	11	13	69	43	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	12	14	75	47	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	235	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1446	-	753	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	745	917
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1446	-
HCM Lane V/C Ratio	0.128	-	-	0.01	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	109	11	15	26	43	64
Future Vol, veh/h	109	11	15	26	43	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	12	16	28	47	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	130	0	184	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1455	-	805	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1455	-	796	927
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	1455	-
HCM Lane V/C Ratio	0.134	-	-	0.011	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	72

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	596	526	263	476	43
Future Vol, veh/h	11	596	526	263	476	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	648	572	286	517	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	858	0	-	0	1063	429
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	779	-	-	-	~ 218	574
Stage 1	-	-	-	-	~ 446	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	779	-	-	-	~ 215	574
Mov Cap-2 Maneuver	-	-	-	-	~ 335	-
Stage 1	-	-	-	-	~ 439	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	265.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	779	-	-	-	335	574
HCM Lane V/C Ratio	0.015	-	-	-	1.544	0.081
HCM Control Delay (s)	9.7	-	-	-	288.2	11.8
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	29.4	0.3

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	697	602	47	0	187
Future Vol, veh/h	0	697	602	47	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	758	654	51	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	353
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	643
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	643
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	643
HCM Lane V/C Ratio	-	-	-	0.316
HCM Control Delay (s)	-	-	-	13.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.4

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	0	35	40	0	139
Future Vol, veh/h	162	0	35	40	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	38	43	0	151

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	295	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	696	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	677	867
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1400	-
HCM Lane V/C Ratio	0.174	-	-	0.027	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1072	402	62	0	247
Future Vol, veh/h	0	1072	402	62	0	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1165	437	67	0	268

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	748
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	748
HCM Lane V/C Ratio	-	-	-	0.359
HCM Control Delay (s)	-	-	-	12.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	16	5	63	40	0	4	0	184	278	370	25
Future Volume (veh/h)	0	16	5	63	40	0	4	0	184	278	370	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	18	6	71	45	0	4	0	207	312	416	28
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	300	134	301	316	0	0	0	0	599	583	39
Arrive On Green	0.00	0.09	0.09	0.17	0.17	0.00	0.00	0.00	0.00	0.35	0.35	0.35
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1687	114
Grp Volume(v), veh/h	0	18	6	71	45	0		0.0		312	0	444
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1801
Q Serve(g_s), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Cycle Q Clear(g_c), s	0.0	0.2	0.2	1.5	0.9	0.0				6.2	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.06
Lane Grp Cap(c), veh/h	0	300	134	301	316	0				599	0	622
V/C Ratio(X)	0.00	0.06	0.04	0.24	0.14	0.00				0.52	0.00	0.71
Avail Cap(c_a), veh/h	0	2384	1063	979	1028	0				1339	0	1390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.2	18.2	15.5	15.2	0.0				11.3	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.1	0.0				0.3	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
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.5	0.3	0.0				1.9	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.2	15.6	15.3	0.0				11.6	0.0	12.9
LnGrp LOS	A	B	B	B	B	A				B	A	B
Approach Vol, veh/h		24			116						756	
Approach Delay, s/veh		18.2			15.5						12.4	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		8.9		21.5		13.0						
Change Period (Y+Rc), s		5.1		6.5		5.5						
Max Green Setting (Gmax), s		29.9		33.5		24.5						
Max Q Clear Time (g_c+I1), s		2.2		11.3		3.5						
Green Ext Time (p_c), s		0.0		2.2		0.2						

Intersection Summary		
HCM 6th Ctrl Delay	12.9	
HCM 6th LOS	B	

Notes

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

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	322	0	0	383	568	12	365	459	0	0	0
Future Volume (veh/h)	150	322	0	0	383	568	12	365	459	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	174	374	0	0	445	660	14	496	486			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	262	1976	0	0	737	658	14	502	438			
Arrive On Green	0.08	0.57	0.00	0.00	0.43	0.43	0.28	0.28	0.28			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	50	1769	1543			
Grp Volume(v), veh/h	174	374	0	0	445	660	510	0	486			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1819	0	1543			
Q Serve(g_s), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Cycle Q Clear(g_c), s	3.5	3.6	0.0	0.0	13.9	29.9	19.6	0.0	19.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.03		1.00			
Lane Grp Cap(c), veh/h	262	1976	0	0	737	658	516	0	438			
V/C Ratio(X)	0.67	0.19	0.00	0.00	0.60	1.00	0.99	0.00	1.11			
Avail Cap(c_a), veh/h	1453	1976	0	0	737	658	516	0	438			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.5	7.2	0.0	0.0	15.5	20.1	25.0	0.0	25.1			
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.0	1.8	35.9	36.5	0.0	76.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.0	0.0	5.3	16.1	13.1	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	7.3	0.0	0.0	17.4	56.0	61.5	0.0	101.6			
LnGrp LOS	C	A	A	A	B	F	E	A	F			
Approach Vol, veh/h		548			1105			996				
Approach Delay, s/veh		15.3			40.5			81.1				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.2	35.0		25.0		45.2			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 6	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	5.5	31.9		21.9		5.6			
Green Ext Time (p_c), s	0.1	0.0		0.0		1.6			

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	663	41	64	719	7	139	4	41	15	6	8
Future Volume (veh/h)	9	663	41	64	719	7	139	4	41	15	6	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	839	52	81	910	9	176	5	52	19	8	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	2146	133	445	2351	23	260	6	320	63	27	17
Arrive On Green	0.01	0.65	0.65	0.06	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1734	3309	205	1734	3510	35	966	27	1543	83	132	80
Grp Volume(v), veh/h	11	439	452	81	449	470	181	0	52	37	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1784	1734	1730	1815	993	0	1543	294	0	0
Q Serve(g_s), s	0.3	14.3	14.3	1.9	0.0	0.0	0.0	0.0	3.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.3	14.3	1.9	0.0	0.0	22.2	0.0	3.3	22.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.97		1.00	0.51		0.27
Lane Grp Cap(c), veh/h	472	1122	1157	445	1159	1216	265	0	320	106	0	0
V/C Ratio(X)	0.02	0.39	0.39	0.18	0.39	0.39	0.68	0.00	0.16	0.35	0.00	0.00
Avail Cap(c_a), veh/h	755	1122	1157	691	1159	1216	271	0	327	113	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)	0.91	0.91	0.91	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	9.9	9.9	7.1	0.0	0.0	46.5	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	0.7	0.7	6.7	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.5	5.6	0.6	0.2	0.2	5.7	0.0	1.3	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	10.9	10.8	7.3	0.7	0.7	53.1	0.0	39.2	43.6	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		902			1000			233			37	
Approach Delay, s/veh		10.8			1.3			50.0			43.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	82.5		29.5	5.4	85.1		29.5
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 2.1	* 60		25.4	* 21	* 60		25.4
Max Q Clear Time (g_c+I1), s	3.9	16.3		24.9	2.3	2.0		24.2
Green Ext Time (p_c), s	0.2	6.9		0.0	0.0	7.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	239
Future Volume (veh/h)	246	370	84	53	439	89	143	529	47	54	318	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	296	446	101	64	529	107	172	637	57	65	383	288
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	315	1317	296	82	961	194	199	928	83	83	769	343
Arrive On Green	0.36	0.94	0.94	0.02	0.11	0.11	0.11	0.29	0.29	0.05	0.22	0.22
Sat Flow, veh/h	1734	2807	631	1734	2869	578	1734	3212	287	1734	3460	1543
Grp Volume(v), veh/h	296	274	273	64	318	318	172	343	351	65	383	288
Grp Sat Flow(s),veh/h/ln	1734	1730	1708	1734	1730	1717	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.1	4.4	11.6	21.4
Cycle Q Clear(g_c), s	19.8	1.7	1.7	4.4	20.9	21.0	11.7	21.1	21.1	4.4	11.6	21.4
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	315	812	801	82	579	575	199	500	511	83	769	343
V/C Ratio(X)	0.94	0.34	0.34	0.78	0.55	0.55	0.87	0.69	0.69	0.78	0.50	0.84
Avail Cap(c_a), veh/h	315	812	801	243	579	575	272	500	511	272	934	417
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.94	0.94	0.94	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	2.0	2.0	58.4	44.8	44.9	52.2	37.8	37.9	56.5	40.8	44.6
Incr Delay (d2), s/veh	33.1	1.0	1.1	5.5	3.5	3.6	9.5	2.5	2.5	5.9	0.7	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	9.8	0.7	0.7	2.1	10.3	10.3	5.6	9.3	9.5	2.1	5.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	3.1	3.1	63.9	48.3	48.4	61.7	40.4	40.4	62.4	41.5	58.0
LnGrp LOS	E	A	A	E	D	D	E	D	D	E	D	E
Approach Vol, veh/h		843			700			866			736	
Approach Delay, s/veh		26.8			49.8			44.6			49.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	60.9	18.0	31.3	26.0	44.8	10.0	39.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	6.4	3.7	13.7	23.4	21.8	23.0	6.4	23.1
Green Ext Time (p_c), s	0.0	5.3	0.1	3.2	0.0	2.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Future Volume (veh/h)	75	357	32	20	439	113	38	93	29	17	62	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	100	476	43	27	585	151	51	124	39	23	83	101
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	2241	202	34	1763	454	82	159	45	52	122	134
Arrive On Green	0.14	1.00	1.00	0.04	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3210	289	1734	2724	701	269	946	271	110	728	799
Grp Volume(v), veh/h	100	256	263	27	371	365	214	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1769	1734	1730	1695	1486	0	0	1637	0	0
Q Serve(g_s), s	6.7	0.0	0.0	1.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.9	0.0	0.0	17.0	0.0	0.0	14.3	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.41	0.24		0.18	0.11		0.49
Lane Grp Cap(c), veh/h	123	1208	1235	34	1120	1097	287	0	0	308	0	0
V/C Ratio(X)	0.81	0.21	0.21	0.79	0.33	0.33	0.75	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	214	1208	1235	214	1120	1097	500	0	0	524	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	57.4	0.0	0.0	48.4	0.0	0.0	47.5	0.0	0.0
Incr Delay (d2), s/veh	11.5	0.4	0.4	28.7	0.7	0.7	3.9	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.1	0.1	1.1	0.2	0.2	6.5	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.4	0.4	86.1	0.7	0.7	52.2	0.0	0.0	50.0	0.0	0.0
LnGrp LOS	E	A	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		619			763			214			207	
Approach Delay, s/veh		10.4			3.7			52.2			50.0	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	88.7		24.7	12.7	82.6		24.7
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	55.1		36.4	* 15	55.1		36.4
Max Q Clear Time (g_c+I1), s	3.9	2.0		16.3	8.7	2.0		19.0
Green Ext Time (p_c), s	0.0	3.5		1.2	0.1	5.5		1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Future Volume (veh/h)	80	270	69	120	410	76	125	691	64	142	608	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	89	300	77	133	456	84	139	768	71	158	676	84
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	1133	286	557	1256	230	166	855	79	185	963	429
Arrive On Green	0.09	0.83	0.83	0.06	0.43	0.43	0.10	0.27	0.27	0.11	0.28	0.28
Sat Flow, veh/h	1734	2736	691	1734	2920	535	1734	3202	296	1734	3460	1543
Grp Volume(v), veh/h	89	188	189	133	269	271	139	415	424	158	676	84
Grp Sat Flow(s),veh/h/ln	1734	1730	1697	1734	1730	1725	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Cycle Q Clear(g_c), s	3.5	2.9	3.0	5.2	12.6	12.7	9.5	27.7	27.8	10.7	21.0	5.0
Prop In Lane	1.00		0.41	1.00		0.31	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	417	716	702	557	744	742	166	462	472	185	963	429
V/C Ratio(X)	0.21	0.26	0.27	0.24	0.36	0.37	0.84	0.90	0.90	0.85	0.70	0.20
Avail Cap(c_a), veh/h	583	716	702	694	744	742	315	492	502	315	983	439
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)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	6.3	6.3	18.0	23.1	23.1	53.4	42.4	42.4	52.7	38.8	33.1
Incr Delay (d2), s/veh	0.1	0.9	0.9	0.1	1.4	1.4	4.3	18.7	18.5	4.4	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	1.1	2.1	5.4	5.5	4.3	14.2	14.4	4.9	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	7.2	7.2	18.1	24.4	24.5	57.6	61.1	60.9	57.1	41.2	33.3
LnGrp LOS	B	A	A	B	C	C	E	E	E	E	D	C
Approach Vol, veh/h		466			673			978			918	
Approach Delay, s/veh		9.3			23.2			60.5			43.2	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	54.6	15.7	38.3	9.5	56.5	17.0	36.9
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 7	29.1	* 22	34.1	* 17	29.1	* 22	34.1
Max Q Clear Time (g_c+I1), s	7.2	5.0	11.5	23.0	5.5	14.7	12.7	29.8
Green Ext Time (p_c), s	0.1	1.9	0.1	4.2	0.1	2.5	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

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

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

Intersection	
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	9	8	9	103	18	72	26	92	65	149	71	206
Future Vol, veh/h	9	8	9	103	18	72	26	92	65	149	71	206
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	9	10	113	20	79	29	101	71	164	78	226
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.5	10.5	10.2	11.3
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	92%	0%	100%	0%
Vol Thru, %	0%	59%	0%	47%	8%	11%	0%	26%
Vol Right, %	0%	41%	0%	53%	0%	89%	0%	74%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	157	9	17	112	81	149	277
LT Vol	26	0	9	0	103	0	149	0
Through Vol	0	92	0	8	9	9	0	71
RT Vol	0	65	0	9	0	72	0	206
Lane Flow Rate	29	173	10	19	123	89	164	304
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.05	0.266	0.019	0.032	0.229	0.139	0.275	0.425
Departure Headway (Hd)	6.342	5.543	7.09	6.205	6.704	5.609	6.053	5.024
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	566	649	505	577	537	640	598	721
Service Time	4.069	3.27	4.831	3.945	4.435	3.34	3.753	2.724
HCM Lane V/C Ratio	0.051	0.267	0.02	0.033	0.229	0.139	0.274	0.422
HCM Control Delay	9.4	10.3	10	9.2	11.4	9.2	11	11.4
HCM Lane LOS	A	B	A	A	B	A	B	B
HCM 95th-tile Q	0.2	1.1	0.1	0.1	0.9	0.5	1.1	2.1

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	204	181	95	85	22
Future Vol, veh/h	28	204	181	95	85	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	240	213	112	100	26
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.3	9	9.5
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	29%	0%	0%	0%	79%
Vol Thru, %	71%	100%	100%	39%	0%
Vol Right, %	0%	0%	0%	61%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	136	121	155	107
LT Vol	28	0	0	0	85
Through Vol	68	136	121	60	0
RT Vol	0	0	0	95	22
Lane Flow Rate	113	160	142	183	126
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.167	0.23	0.203	0.239	0.184
Departure Headway (Hd)	5.314	5.168	5.137	4.706	5.268
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	673	693	697	760	679
Service Time	3.058	2.911	2.878	2.447	3.318
HCM Lane V/C Ratio	0.168	0.231	0.204	0.241	0.186
HCM Control Delay	9.1	9.5	9.2	8.9	9.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.6	0.9	0.8	0.9	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	134	138	53	142	41	41	571	63	23	377	54
Future Volume (veh/h)	51	134	138	53	142	41	41	571	63	23	377	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	56	147	152	58	156	45	45	627	69	25	414	59
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	72	962	858	75	1488	416	58	740	81	33	673	95
Arrive On Green	0.04	0.56	0.56	0.04	0.56	0.56	0.03	0.24	0.24	0.02	0.22	0.22
Sat Flow, veh/h	1734	1730	1543	1734	2670	747	1734	3144	345	1734	3043	431
Grp Volume(v), veh/h	56	147	152	58	99	102	45	345	351	25	234	239
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1687	1734	1730	1759	1734	1730	1744
Q Serve(g_s), s	3.8	4.9	5.8	4.0	3.2	3.4	3.1	22.8	22.9	1.7	14.6	14.8
Cycle Q Clear(g_c), s	3.8	4.9	5.8	4.0	3.2	3.4	3.1	22.8	22.9	1.7	14.6	14.8
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.20	1.00		0.25
Lane Grp Cap(c), veh/h	72	962	858	75	964	940	58	408	414	33	382	385
V/C Ratio(X)	0.78	0.15	0.18	0.78	0.10	0.11	0.78	0.85	0.85	0.76	0.61	0.62
Avail Cap(c_a), veh/h	228	962	858	228	964	940	272	525	534	272	525	529
HCM Platoon Ratio	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	0.63	0.63	0.63	0.83	0.83	0.83
Uniform Delay (d), s/veh	57.0	12.9	13.1	56.8	12.5	12.5	57.6	43.8	43.8	58.6	42.1	42.2
Incr Delay (d2), s/veh	16.2	0.3	0.5	15.7	0.2	0.2	13.2	6.4	6.5	25.8	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.0	2.1	2.1	1.3	1.3	1.6	10.5	10.7	1.0	6.4	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	13.3	13.6	72.6	12.7	12.7	70.8	50.2	50.3	84.4	43.4	43.5
LnGrp LOS	E	B	B	E	B	B	E	D	D	F	D	D
Approach Vol, veh/h		355			259			741			498	
Approach Delay, s/veh		22.8			26.1			51.5			45.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	71.3	8.2	31.1	9.2	71.5	6.5	32.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	31.4	* 19	36.4	* 16	31.4	* 19	36.4
Max Q Clear Time (g_c+I1), s	6.0	7.8	5.1	16.8	5.8	5.4	3.7	24.9
Green Ext Time (p_c), s	0.1	1.8	0.1	2.7	0.1	1.1	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	22	29	152	103	133
Future Vol, veh/h	36	22	29	152	103	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	24	32	169	114	148

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	421	188	262	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	589	854	1302	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	573	854	1302	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1302	-	573	854	-	-
HCM Lane V/C Ratio	0.025	-	0.07	0.029	-	-
HCM Control Delay (s)	7.8	0	11.8	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	163	37	32	386	80	92	85	21	40	51	21
Future Volume (veh/h)	0	163	37	32	386	80	92	85	21	40	51	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	179	41	35	424	88	101	93	23	44	56	23
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	488	109	106	1329	290	228	205	51	199	179	73
Arrive On Green	0.00	0.17	0.17	0.98	0.98	0.98	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	0	2900	629	217	2715	593	1320	1410	349	1276	1227	504
Grp Volume(v), veh/h	0	109	111	292	0	255	101	0	116	44	0	79
Grp Sat Flow(s),veh/h/ln	0	1730	1708	1810	0	1714	1320	0	1758	1276	0	1730
Q Serve(g_s), s	0.0	4.4	4.6	0.4	0.0	0.4	5.9	0.0	4.8	2.6	0.0	3.3
Cycle Q Clear(g_c), s	0.0	4.4	4.6	0.4	0.0	0.4	9.2	0.0	4.8	7.4	0.0	3.3
Prop In Lane	0.00		0.37	0.12		0.35	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	0	301	297	886	0	839	228	0	256	199	0	252
V/C Ratio(X)	0.00	0.36	0.38	0.33	0.00	0.30	0.44	0.00	0.45	0.22	0.00	0.31
Avail Cap(c_a), veh/h	0	301	297	886	0	839	447	0	547	410	0	539
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)	0.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.1	29.2	0.4	0.0	0.4	34.7	0.0	31.3	34.7	0.0	30.6
Incr Delay (d2), s/veh	0.0	3.3	3.6	1.0	0.0	0.9	0.5	0.0	0.5	0.2	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	0.0	2.1	2.1	0.3	0.0	0.3	1.9	0.0	2.0	0.8	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.5	32.8	1.4	0.0	1.4	35.2	0.0	31.7	34.9	0.0	30.9
LnGrp LOS	A	C	C	A	A	A	D	A	C	C	A	C
Approach Vol, veh/h		220			547			217			123	
Approach Delay, s/veh		32.7			1.4			33.4			32.3	
Approach LOS		C			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.3		16.7		19.0		16.7				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		25.9		24.9		13.9		24.9				
Max Q Clear Time (g_c+I1), s		2.4		9.4		6.6		11.2				
Green Ext Time (p_c), s		2.2		0.3		0.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			B									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	157	67	257	272	0	0	0	0	295	3	228
Future Volume (veh/h)	0	157	67	257	272	0	0	0	0	295	3	228
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	178	76	292	309	0				417	0	174
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1913	746	369	2464	0				556	0	247
Arrive On Green	0.00	0.54	0.54	0.11	0.71	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3682	1371	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	167	87	292	309	0				417	0	174
Grp Sat Flow(s),veh/h/ln	0	1657	1574	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	1.9	2.1	6.8	2.3	0.0				9.2	0.0	8.5
Cycle Q Clear(g_c), s	0.0	1.9	2.1	6.8	2.3	0.0				9.2	0.0	8.5
Prop In Lane	0.00		0.87	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1802	856	369	2464	0				556	0	247
V/C Ratio(X)	0.00	0.09	0.10	0.79	0.13	0.00				0.75	0.00	0.70
Avail Cap(c_a), veh/h	0	1802	856	379	2464	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.83	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.8	8.8	34.7	3.6	0.0				32.1	0.0	31.8
Incr Delay (d2), s/veh	0.0	0.1	0.2	8.2	0.1	0.0				2.1	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.7	3.1	0.6	0.0				3.9	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.9	9.0	42.9	3.7	0.0				34.1	0.0	35.4
LnGrp LOS	A	A	A	D	A	A				C	A	D
Approach Vol, veh/h		254			601						591	
Approach Delay, s/veh		8.9			22.8						34.5	
Approach LOS		A			C						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	62.1	17.9	13.5	48.6
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	4.3	11.2	8.8	4.1
Green Ext Time (p_c), s	1.4	1.6	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	350	0	0	375	325	155	28	391	0	0	0
Future Volume (veh/h)	103	350	0	0	375	325	155	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	110	372	0	0	399	346	120	0	484			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	295	1828	0	0	573	493	382	0	680			
Arrive On Green	0.09	0.53	0.00	0.00	0.32	0.32	0.22	0.00	0.22			
Sat Flow, veh/h	3365	3551	0	0	1853	1516	1734	0	3087			
Grp Volume(v), veh/h	110	372	0	0	392	353	120	0	484			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1548	1734	0	1543			
Q Serve(g_s), s	1.3	2.3	0.0	0.0	8.0	8.1	2.4	0.0	5.9			
Cycle Q Clear(g_c), s	1.3	2.3	0.0	0.0	8.0	8.1	2.4	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		0.98	1.00		1.00			
Lane Grp Cap(c), veh/h	295	1828	0	0	562	503	382	0	680			
V/C Ratio(X)	0.37	0.20	0.00	0.00	0.70	0.70	0.31	0.00	0.71			
Avail Cap(c_a), veh/h	415	3138	0	0	1155	1034	769	0	1369			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.5	5.1	0.0	0.0	12.0	12.0	13.2	0.0	14.6			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.6	0.7	0.2	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			
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	0.0	2.5	2.3	0.8	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	5.1	0.0	0.0	12.5	12.7	13.4	0.0	15.1			
LnGrp LOS	B	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		482			745			604				
Approach Delay, s/veh		8.0			12.6			14.8				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	8.3	18.3		14.0		26.5			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	3.3	10.1		7.9		4.3			
Green Ext Time (p_c), s	0.0	3.1		1.1		1.7			

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	668	4	17	550	60	22	7	12	66	7	131
Future Volume (veh/h)	65	668	4	17	550	60	22	7	12	66	7	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	74	759	5	19	625	68	25	8	14	75	8	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	2307	15	29	1940	211	52	18	31	188	9	160
Arrive On Green	0.05	0.65	0.65	0.03	1.00	1.00	0.03	0.03	0.03	0.11	0.11	0.11
Sat Flow, veh/h	1734	3524	23	1734	3148	342	1734	594	1040	1734	79	1476
Grp Volume(v), veh/h	74	373	391	19	343	350	25	0	22	75	0	157
Grp Sat Flow(s),veh/h/ln	1734	1730	1817	1734	1730	1760	1734	0	1634	1734	0	1555
Q Serve(g_s), s	4.0	9.1	9.1	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Cycle Q Clear(g_c), s	4.0	9.1	9.1	1.0	0.0	0.0	1.4	0.0	1.3	3.9	0.0	9.6
Prop In Lane	1.00		0.01	1.00		0.19	1.00		0.64	1.00		0.95
Lane Grp Cap(c), veh/h	95	1133	1190	29	1066	1084	52	0	49	188	0	169
V/C Ratio(X)	0.78	0.33	0.33	0.66	0.32	0.32	0.48	0.00	0.45	0.40	0.00	0.93
Avail Cap(c_a), veh/h	267	1133	1190	267	1066	1084	441	0	415	188	0	169
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	7.3	7.3	46.1	0.0	0.0	45.8	0.0	45.8	39.9	0.0	42.4
Incr Delay (d2), s/veh	12.1	0.7	0.7	22.4	0.8	0.8	6.9	0.0	6.4	1.4	0.0	49.7
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	2.0	3.2	3.4	0.6	0.2	0.2	0.7	0.0	0.6	1.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	8.0	8.0	68.5	0.8	0.8	52.7	0.0	52.2	41.3	0.0	92.2
LnGrp LOS	E	A	A	E	A	A	D	A	D	D	A	F
Approach Vol, veh/h		838			712			47			232	
Approach Delay, s/veh		12.3			2.6			52.5			75.7	
Approach LOS		B			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	67.8		15.0	9.5	64.1		7.5
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	28.1		10.4	* 15	28.1		24.4
Max Q Clear Time (g_c+I1), s	3.0	11.1		11.6	6.0	2.0		3.4
Green Ext Time (p_c), s	0.0	4.5		0.0	0.1	4.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	709	18	6	523	33	20	12	21	21	19	35
Future Volume (veh/h)	19	709	18	6	523	33	20	12	21	21	19	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	22	806	20	7	594	38	23	14	24	24	22	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	902	22	742	2239	143	29	18	30	31	28	52
Arrive On Green	0.04	0.52	0.52	0.43	0.68	0.68	0.05	0.05	0.05	0.07	0.07	0.07
Sat Flow, veh/h	1734	3450	86	1734	3302	211	630	384	658	463	424	772
Grp Volume(v), veh/h	22	404	422	7	311	321	61	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1806	1734	1730	1783	1671	0	0	1659	0	0
Q Serve(g_s), s	1.2	20.1	20.1	0.2	6.8	6.8	3.5	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	20.1	20.1	0.2	6.8	6.8	3.5	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.12	0.38		0.39	0.28		0.47
Lane Grp Cap(c), veh/h	32	452	472	742	1173	1209	77	0	0	111	0	0
V/C Ratio(X)	0.69	0.89	0.89	0.01	0.27	0.27	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	267	506	529	742	1173	1209	181	0	0	422	0	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	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	21.7	21.7	15.8	6.1	6.1	45.3	0.0	0.0	44.1	0.0	0.0
Incr Delay (d2), s/veh	8.8	21.9	21.2	0.0	0.5	0.5	6.6	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.0	8.3	0.1	2.3	2.4	1.6	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	43.6	42.9	15.8	6.6	6.6	51.9	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	D	D	D	B	A	A	D	A	A	D	A	A
Approach Vol, veh/h		848			639			61			86	
Approach Delay, s/veh		43.5			6.7			51.9			48.4	
Approach LOS		D			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	30.0		11.0	6.0	70.0		9.0				
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6				
Max Green Setting (Gmax), s	11.1	* 28		24.4	* 15	28.1		10.4				
Max Q Clear Time (g_c+I1), s	2.2	22.1		6.9	3.2	8.8		5.5				
Green Ext Time (p_c), s	0.0	3.0		0.2	0.0	4.7		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	442	100	145	337	98	153	524	157	79	432	100
Future Volume (veh/h)	132	442	100	145	337	98	153	524	157	79	432	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	148	497	112	163	379	110	172	589	176	89	485	112
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	208	1860	829	221	1436	412	231	713	419	141	620	372
Arrive On Green	0.06	0.54	0.54	0.13	1.00	1.00	0.14	0.41	0.41	0.04	0.18	0.18
Sat Flow, veh/h	3365	3460	1543	3365	2653	761	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	148	497	112	163	245	244	172	589	176	89	485	112
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1684	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	5.2	9.3	4.3	5.6	0.0	0.0	5.9	18.2	9.6	3.1	16.1	7.1
Cycle Q Clear(g_c), s	5.2	9.3	4.3	5.6	0.0	0.0	5.9	18.2	9.6	3.1	16.1	7.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	1860	829	221	936	912	231	713	419	141	620	372
V/C Ratio(X)	0.71	0.27	0.14	0.74	0.26	0.27	0.75	0.83	0.42	0.63	0.78	0.30
Avail Cap(c_a), veh/h	471	1860	829	471	936	912	499	1078	582	471	1050	564
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.91	0.91	0.91	0.84	0.84	0.84	0.80	0.80	0.80
Uniform Delay (d), s/veh	55.2	15.0	13.8	51.1	0.0	0.0	50.8	33.4	26.2	56.6	47.0	37.3
Incr Delay (d2), s/veh	4.2	0.3	0.3	4.3	0.6	0.7	4.0	2.8	0.6	3.7	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.7	1.6	2.4	0.2	0.2	2.5	6.4	3.1	1.4	7.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	15.3	14.2	55.5	0.6	0.7	54.8	36.2	26.7	60.3	48.8	37.6
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	D
Approach Vol, veh/h		757			652			937			686	
Approach Delay, s/veh		23.8			14.3			37.8			48.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	69.4	12.4	26.1	11.6	69.9	9.2	29.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.8	31.1	* 18	36.4	* 17	31.1	* 17	37.4
Max Q Clear Time (g_c+I1), s	7.6	11.3	7.9	18.1	7.2	2.0	5.1	20.2
Green Ext Time (p_c), s	0.3	3.6	0.4	3.4	0.3	3.2	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Future Volume (veh/h)	77	541	11	16	573	124	20	39	26	116	39	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	96	676	14	20	716	155	25	49	32	145	49	94
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	685	2257	1007	28	757	164	33	152	129	172	298	252
Arrive On Green	0.79	1.00	1.00	0.01	0.09	0.09	0.02	0.08	0.08	0.10	0.16	0.16
Sat Flow, veh/h	1734	3460	1543	1734	2829	612	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	96	676	14	20	438	433	25	49	32	145	49	94
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1711	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.4	30.2	30.2	1.7	3.0	2.3	9.9	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	685	2257	1007	28	463	458	33	152	129	172	298	252
V/C Ratio(X)	0.14	0.30	0.01	0.71	0.95	0.95	0.76	0.32	0.25	0.84	0.16	0.37
Avail Cap(c_a), veh/h	685	2257	1007	228	463	458	214	461	391	301	552	468
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	59.4	53.8	53.9	58.6	51.8	51.5	53.1	43.1	8.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	9.5	26.4	26.7	30.1	1.2	1.0	4.3	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.7	17.5	17.3	1.0	1.4	0.9	4.5	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.3	0.0	68.9	80.3	80.6	88.7	53.0	52.5	57.4	43.4	9.3
LnGrp LOS	A	A	A	E	F	F	F	D	D	E	D	A
Approach Vol, veh/h		786			891			106			288	
Approach Delay, s/veh		1.2			80.2			61.3			39.3	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	83.2	6.5	24.2	52.3	37.0	16.1	14.6
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	4.9	* 4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 16	35.1	* 15	36.4	18.8	* 32	* 21	30.4
Max Q Clear Time (g_c+I1), s	3.6	2.0	3.7	4.8	3.6	32.2	11.9	5.0
Green Ext Time (p_c), s	0.0	6.4	0.0	0.6	0.1	0.0	0.1	0.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Future Volume (veh/h)	164	411	87	78	503	126	132	662	53	129	590	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	180	452	96	86	553	138	145	727	58	142	648	135
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	243	1275	269	137	1144	285	172	850	68	169	901	402
Arrive On Green	0.02	0.15	0.15	0.04	0.42	0.42	0.10	0.26	0.26	0.10	0.26	0.26
Sat Flow, veh/h	3365	2843	600	3365	2746	683	1734	3246	259	1734	3460	1543
Grp Volume(v), veh/h	180	274	274	86	348	343	145	387	398	142	648	135
Grp Sat Flow(s),veh/h/ln	1682	1730	1713	1682	1730	1698	1734	1730	1775	1734	1730	1543
Q Serve(g_s), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Cycle Q Clear(g_c), s	6.4	17.1	17.3	3.0	17.6	17.7	9.9	25.5	25.6	9.7	20.5	8.5
Prop In Lane	1.00		0.35	1.00		0.40	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	243	776	768	137	721	708	172	453	465	169	901	402
V/C Ratio(X)	0.74	0.35	0.36	0.63	0.48	0.49	0.84	0.85	0.86	0.84	0.72	0.34
Avail Cap(c_a), veh/h	443	776	768	443	721	708	228	578	593	228	1156	516
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	35.5	35.6	56.7	25.5	25.6	53.1	42.1	42.1	53.3	40.4	36.0
Incr Delay (d2), s/veh	4.1	1.2	1.2	4.7	2.3	2.4	19.1	9.8	9.6	18.3	1.6	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.2	8.2	1.4	7.6	7.5	5.2	12.0	12.3	5.0	8.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.7	36.8	61.4	27.8	28.0	72.2	51.9	51.7	71.6	42.0	36.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		728			777			930			925	
Approach Delay, s/veh		42.9			31.6			55.0			45.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	58.7	16.1	36.1	12.9	54.9	15.9	36.3
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 16	30.1	* 16	40.1	* 16	30.1	* 16	40.1
Max Q Clear Time (g_c+I1), s	5.0	19.3	11.9	22.5	8.4	19.7	11.7	27.6
Green Ext Time (p_c), s	0.1	2.4	0.1	4.5	0.3	3.1	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	10	45	75	4	37
Future Vol, veh/h	53	10	45	75	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	11	49	82	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	203	35
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1530	-	767	1030
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1530	-	742	1030
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	845	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	1030	-	-	1530	-
HCM Lane V/C Ratio	0.006	0.039	-	-	0.032	-
HCM Control Delay (s)	9.9	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	43.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	82	23	362	118	65	43	157	288	20	91	7
Future Vol, veh/h	5	82	23	362	118	65	43	157	288	20	91	7
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	92	26	407	133	73	48	176	324	22	102	8
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	13.3	40.9	61.3	14.4
HCM LOS	B	E	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	35%	0%	100%	54%	0%	100%	38%	0%	93%
Vol Right, %	0%	65%	0%	0%	46%	0%	0%	62%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	445	5	55	50	362	79	104	20	98
LT Vol	43	0	5	0	0	362	0	0	20	0
Through Vol	0	157	0	55	27	0	79	39	0	91
RT Vol	0	288	0	0	23	0	0	65	0	7
Lane Flow Rate	48	500	6	61	57	407	88	117	22	110
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.109	0.996	0.015	0.157	0.139	0.926	0.189	0.236	0.059	0.271
Departure Headway (Hd)	8.129	7.171	9.716	9.195	8.862	8.199	7.685	7.237	9.424	8.864
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	439	505	370	392	407	439	465	494	382	407
Service Time	5.907	4.949	7.425	6.904	6.57	5.986	5.472	5.023	7.124	6.564
HCM Lane V/C Ratio	0.109	0.99	0.016	0.156	0.14	0.927	0.189	0.237	0.058	0.27
HCM Control Delay	11.9	66.1	12.6	13.6	13	55.4	12.3	12.3	12.7	14.8
HCM Lane LOS	B	F	B	B	B	F	B	B	B	B
HCM 95th-tile Q	0.4	13.5	0	0.6	0.5	10.4	0.7	0.9	0.2	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	371	38	222	334	0	0	0	0	316	0	221
Future Volume (veh/h)	0	371	38	222	334	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	417	43	249	375	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1048	106	194	1609	0				464	0	413
Arrive On Green	0.00	0.23	0.23	0.11	0.47	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4750	466	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	300	160	249	375	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	3.5	3.6	5.1	3.0	0.0				8.6	0.0	6.4
Cycle Q Clear(g_c), s	0.0	3.5	3.6	5.1	3.0	0.0				8.6	0.0	6.4
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	757	397	194	1609	0				464	0	413
V/C Ratio(X)	0.00	0.40	0.40	1.29	0.23	0.00				0.76	0.00	0.60
Avail Cap(c_a), veh/h	0	2214	1161	194	3130	0				627	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.0	20.3	7.3	0.0				15.4	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.6	1.1	161.6	0.1	0.0				3.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	10.5	0.9	0.0				3.4	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.5	16.1	181.9	7.5	0.0				19.3	0.0	16.0
LnGrp LOS	A	B	B	F	A	A				B	A	B
Approach Vol, veh/h		460			624						603	
Approach Delay, s/veh		15.7			77.1						17.9	
Approach LOS		B			E						B	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	27.3	18.3	10.8	16.5
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	5.0	10.6	7.1	5.6
Green Ext Time (p_c), s	4.5	1.6	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	546	0	0	456	447	111	3	351	0	0	0
Future Volume (veh/h)	101	546	0	0	456	447	111	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	111	600	0	0	501	491	122	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	139	1896	0	0	654	583	440	11	401			
Arrive On Green	0.08	0.55	0.00	0.00	0.38	0.38	0.26	0.26	0.26			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1695	42	1543			
Grp Volume(v), veh/h	111	600	0	0	501	491	125	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1736	0	1543			
Q Serve(g_s), s	4.0	6.0	0.0	0.0	16.1	18.4	3.6	0.0	15.7			
Cycle Q Clear(g_c), s	4.0	6.0	0.0	0.0	16.1	18.4	3.6	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	139	1896	0	0	654	583	451	0	401			
V/C Ratio(X)	0.80	0.32	0.00	0.00	0.77	0.84	0.28	0.00	0.96			
Avail Cap(c_a), veh/h	139	1978	0	0	695	620	451	0	401			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.7	7.8	0.0	0.0	17.3	18.0	18.7	0.0	23.2			
Incr Delay (d2), s/veh	24.9	0.2	0.0	0.0	5.6	10.6	0.1	0.0	34.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	1.9	0.0	0.0	6.7	7.5	1.4	0.0	9.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	8.0	0.0	0.0	22.9	28.6	18.9	0.0	58.1			
LnGrp LOS	D	A	A	A	C	C	B	A	E			
Approach Vol, veh/h		711			992			511				
Approach Delay, s/veh		15.1			25.7			48.5				
Approach LOS		B			C			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	30.1		22.6		40.9			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.0	20.4		17.7		8.0			
Green Ext Time (p_c), s	0.0	3.6		0.0		7.2			

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

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

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	594	14	11	555	7	118	23	9	18	14	30
Future Vol, veh/h	42	594	14	11	555	7	118	23	9	18	14	30
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	660	16	12	617	8	131	26	10	20	16	33
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	19.7	17.4	13.6	11.4
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	79%	12%	0%	4%	0%	29%
Vol Thru, %	15%	88%	95%	96%	98%	23%
Vol Right, %	6%	0%	5%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	339	311	289	285	62
LT Vol	118	42	0	11	0	18
Through Vol	23	297	297	278	278	14
RT Vol	9	0	14	0	7	30
Lane Flow Rate	167	377	346	321	316	69
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.328	0.667	0.603	0.574	0.562	0.136
Departure Headway (Hd)	7.078	6.377	6.282	6.441	6.404	7.128
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	565	570	558	560	499
Service Time	5.151	4.154	4.059	4.22	4.183	5.224
HCM Lane V/C Ratio	0.329	0.667	0.607	0.575	0.564	0.138
HCM Control Delay	13.6	21.1	18.2	17.6	17.2	11.4
HCM Lane LOS	B	C	C	C	C	B
HCM 95th-tile Q	1.4	5	4	3.6	3.5	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	422	252	46	313	40	146	596	54	44	535	81
Future Volume (veh/h)	113	422	252	46	313	40	146	596	54	44	535	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	127	474	283	52	352	45	164	670	61	49	601	91
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	153	526	313	67	626	79	191	1000	91	430	1566	699
Arrive On Green	0.09	0.25	0.25	0.04	0.20	0.20	0.11	0.31	0.31	0.25	0.45	0.45
Sat Flow, veh/h	1734	2088	1240	1734	3089	392	1734	3207	292	1734	3460	1543
Grp Volume(v), veh/h	127	392	365	52	196	201	164	361	370	49	601	91
Grp Sat Flow(s),veh/h/ln	1734	1730	1598	1734	1730	1751	1734	1730	1769	1734	1730	1543
Q Serve(g_s), s	8.6	26.3	26.5	3.6	12.2	12.4	11.2	21.8	21.8	2.6	13.8	4.1
Cycle Q Clear(g_c), s	8.6	26.3	26.5	3.6	12.2	12.4	11.2	21.8	21.8	2.6	13.8	4.1
Prop In Lane	1.00		0.78	1.00		0.22	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	153	436	403	67	350	355	191	539	551	430	1566	699
V/C Ratio(X)	0.83	0.90	0.90	0.78	0.56	0.57	0.86	0.67	0.67	0.11	0.38	0.13
Avail Cap(c_a), veh/h	243	467	431	243	467	473	286	539	551	430	1566	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.8	43.4	43.5	57.2	43.0	43.1	52.5	35.9	35.9	34.9	21.8	19.1
Incr Delay (d2), s/veh	6.6	19.4	21.4	7.2	1.4	1.4	10.6	6.5	6.4	0.0	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	4.0	13.5	12.8	1.7	5.4	5.5	5.4	10.1	10.3	1.1	5.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	62.8	64.9	64.4	44.4	44.5	63.0	42.4	42.3	35.0	22.3	19.4
LnGrp LOS	E	E	E	E	D	D	E	D	D	C	C	B
Approach Vol, veh/h		884			449			895			741	
Approach Delay, s/veh		63.3			46.8			46.2			22.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	34.9	17.4	58.9	14.8	28.9	34.3	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 13	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	15.6	28.5	13.2	15.8	10.6	14.4	4.6	23.8
Green Ext Time (p_c), s	0.0	1.7	0.1	4.9	0.1	2.2	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

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

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	218	153	183	113	133
Future Vol, veh/h	177	218	153	183	113	133
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	245	172	206	127	149
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	10.8	11.9	12.2
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	183	177	109	109	113	133
LT Vol	0	0	177	0	0	113	0
Through Vol	153	0	0	0	0	0	133
RT Vol	0	183	0	109	109	0	0
Lane Flow Rate	172	206	199	122	122	127	149
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.313	0.333	0.379	0.192	0.132	0.254	0.278
Departure Headway (Hd)	6.546	5.837	6.853	5.64	3.887	7.2	6.693
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	615	525	634	917	498	535
Service Time	4.301	3.591	4.602	3.389	1.635	4.96	4.452
HCM Lane V/C Ratio	0.314	0.335	0.379	0.192	0.133	0.255	0.279
HCM Control Delay	12.3	11.5	13.8	9.7	7.2	12.4	12
HCM Lane LOS	B	B	B	A	A	B	B
HCM 95th-tile Q	1.3	1.5	1.8	0.7	0.5	1	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	91	127	88	207	2	179	16	168	4	14	7
Future Volume (veh/h)	34	91	127	88	207	2	179	16	168	4	14	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	48	128	179	124	292	3	252	23	237	6	20	10
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	686	306	178	867	9	588	35	448	157	320	135
Arrive On Green	0.05	0.20	0.20	0.10	0.25	0.25	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1734	3460	1543	1734	3509	36	1306	119	1543	103	1105	465
Grp Volume(v), veh/h	48	128	179	124	144	151	275	0	237	36	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1815	1425	0	1543	1673	0	0
Q Serve(g_s), s	0.9	1.0	3.5	2.3	2.3	2.3	5.0	0.0	4.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	1.0	3.5	2.3	2.3	2.3	5.5	0.0	4.3	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.92		1.00	0.17		0.28
Lane Grp Cap(c), veh/h	94	686	306	178	428	448	622	0	448	612	0	0
V/C Ratio(X)	0.51	0.19	0.59	0.69	0.34	0.34	0.44	0.00	0.53	0.06	0.00	0.00
Avail Cap(c_a), veh/h	315	1887	842	447	1074	1127	1067	0	935	1111	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	11.0	12.0	14.3	10.2	10.2	10.2	0.0	9.8	8.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.1	1.8	4.8	0.5	0.4	0.5	0.0	1.0	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	0.4	0.3	1.1	1.0	0.7	0.7	1.3	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	11.1	13.8	19.1	10.7	10.6	10.7	0.0	10.8	8.5	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B	A	B	A	A	A
Approach Vol, veh/h		355			419			512			36	
Approach Delay, s/veh		13.6			13.2			10.8			8.5	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.1	7.9	11.0	14.1	6.3	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	7.5	4.3	5.5	2.5	2.9	4.3
Green Ext Time (p_c), s	2.0	0.1	1.1	0.1	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	43	51	22	11	14
Future Vol, veh/h	86	43	51	22	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	47	55	24	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	140	0	251	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	738	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	709	935
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	1443	-
HCM Lane V/C Ratio	0.033	-	-	0.038	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	43	51	114	11	14
Future Vol, veh/h	70	43	51	114	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	47	55	124	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	334	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	661	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	635	956
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	782	-	-	1464	-
HCM Lane V/C Ratio	0.035	-	-	0.038	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	43	60	103	11	16
Future Vol, veh/h	29	43	60	103	11	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	47	65	112	12	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	298	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	693	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	661	1011
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	832	-	-	1519	-
HCM Lane V/C Ratio	0.035	-	-	0.043	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	156	206	429	129	11
Future Vol, veh/h	43	156	206	429	129	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	170	224	466	140	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	690	0	-	0	636	345
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	900	-	-	-	410	651
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	389	651
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	900	-	-	-	474	651
HCM Lane V/C Ratio	0.052	-	-	-	0.296	0.018
HCM Control Delay (s)	9.2	-	-	-	15.8	10.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	192	588	188	0	47
Future Vol, veh/h	0	192	588	188	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	209	639	204	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	422
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	580
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	580
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	580
HCM Lane V/C Ratio	-	-	-	0.088
HCM Control Delay (s)	-	-	-	11.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	0	154	163	0	39
Future Vol, veh/h	41	0	154	163	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	0	167	177	0	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	556	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	492	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	433	1025
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1563	-
HCM Lane V/C Ratio	0.041	-	-	0.107	-
HCM Control Delay (s)	8.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	285	707	273	0	69
Future Vol, veh/h	0	285	707	273	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	310	768	297	0	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	533
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	491
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	491
HCM Lane V/C Ratio	-	-	-	0.153
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	70	16	46	26	0	11	0	357	795	582	13
Future Volume (veh/h)	0	70	16	46	26	0	11	0	357	795	582	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0	1821	0	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	73	17	48	27	0	11	0	372	724	752	14
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	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	623	278	193	202	0	0	0	0	795	817	15
Arrive On Green	0.00	0.18	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.46	0.46	0.46
Sat Flow, veh/h	0	3551	1543	1734	1821	0		0		1734	1782	33
Grp Volume(v), veh/h	0	73	17	48	27	0		0.0		724	0	766
Grp Sat Flow(s),veh/h/ln	0	1730	1543	1734	1821	0				1734	0	1815
Q Serve(g_s), s	0.0	1.2	0.6	1.7	0.9	0.0				26.5	0.0	27.0
Cycle Q Clear(g_c), s	0.0	1.2	0.6	1.7	0.9	0.0				26.5	0.0	27.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.02
Lane Grp Cap(c), veh/h	0	623	278	193	202	0				795	0	832
V/C Ratio(X)	0.00	0.12	0.06	0.25	0.13	0.00				0.91	0.00	0.92
Avail Cap(c_a), veh/h	0	1516	676	623	654	0				852	0	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.4	23.2	27.7	27.4	0.0				17.2	0.0	17.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.1	0.0				12.7	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.2	0.7	0.4	0.0				12.0	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.5	23.2	28.0	27.5	0.0				29.9	0.0	30.9
LnGrp LOS	A	C	C	C	C	A				C	A	C
Approach Vol, veh/h		90			75						1490	
Approach Delay, s/veh		23.4			27.8						30.4	
Approach LOS		C			C						C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	17.4	37.8	13.1
Change Period (Y+Rc), s	5.1	6.5	5.5
Max Green Setting (Gmax), s	29.9	33.5	24.5
Max Q Clear Time (g_c+I1), s	3.2	29.0	3.7
Green Ext Time (p_c), s	0.3	2.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	736	0	0	425	403	15	3	346	0	0	0
Future Volume (veh/h)	313	736	0	0	425	403	15	3	346	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	364	856	0	0	494	469	0	0	422			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	481	2245	0	0	732	653	0	314	531			
Arrive On Green	0.14	0.65	0.00	0.00	0.42	0.42	0.00	0.00	0.17			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	0	1821	3087			
Grp Volume(v), veh/h	364	856	0	0	494	469	0	0	422			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	0	1821	1543			
Q Serve(g_s), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Cycle Q Clear(g_c), s	5.9	6.6	0.0	0.0	13.1	14.3	0.0	0.0	7.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		1.00			
Lane Grp Cap(c), veh/h	481	2245	0	0	732	653	0	314	531			
V/C Ratio(X)	0.76	0.38	0.00	0.00	0.67	0.72	0.00	0.00	0.79			
Avail Cap(c_a), veh/h	1789	2245	0	0	908	810	0	636	1078			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	23.5	4.7	0.0	0.0	13.3	13.6	0.0	0.0	22.6			
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	2.1	3.2	0.0	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			
%ile BackOfQ(50%),veh/ln	2.2	1.5	0.0	0.0	4.7	4.8	0.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	4.7	0.0	0.0	15.4	16.8	0.0	0.0	23.7			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1220			963			422				
Approach Delay, s/veh		10.6			16.1			23.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.9	29.2		14.9		42.1						
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	8.3	29.9		19.9		29.9						
Max Q Clear Time (g_c+I1), s	7.9	16.3		9.5		8.6						
Green Ext Time (p_c), s	0.3	7.8		0.4		4.2						

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	965	86	48	693	18	103	2	31	12	8	7
Future Volume (veh/h)	15	965	86	48	693	18	103	2	31	12	8	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	1222	109	61	877	23	130	3	39	15	10	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	2235	199	312	2437	64	206	4	268	53	33	17
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1734	3214	286	1734	3445	90	874	20	1543	73	192	95
Grp Volume(v), veh/h	19	657	674	61	440	460	133	0	39	34	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1770	1734	1730	1805	895	0	1543	361	0	0
Q Serve(g_s), s	0.4	24.2	24.4	1.3	13.0	13.0	0.0	0.0	2.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	24.2	24.4	1.3	13.0	13.0	20.1	0.0	2.8	20.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.05	0.98		1.00	0.44		0.26
Lane Grp Cap(c), veh/h	458	1203	1231	312	1224	1277	210	0	268	102	0	0
V/C Ratio(X)	0.04	0.55	0.55	0.20	0.36	0.36	0.63	0.00	0.15	0.33	0.00	0.00
Avail Cap(c_a), veh/h	642	1203	1231	475	1224	1277	295	0	361	194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.77	0.77	0.77	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	9.7	9.7	7.9	7.5	7.5	52.7	0.0	45.6	46.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	1.6	0.2	0.6	0.6	3.1	0.0	0.2	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.2	9.4	0.5	4.8	5.0	4.4	0.0	1.1	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	11.4	11.4	8.1	8.1	8.1	55.9	0.0	45.8	48.4	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	E	A	D	D	A	A
Approach Vol, veh/h		1350			961			172			34	
Approach Delay, s/veh		11.3			8.1			53.6			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	95.1		27.1	6.2	96.7		27.1
Change Period (Y+Rc), s	* 4.2	* 4.7		4.6	* 4.2	* 4.7		4.6
Max Green Setting (Gmax), s	* 16	* 70		30.4	* 16	* 70		30.4
Max Q Clear Time (g_c+I1), s	3.3	26.4		22.5	2.4	15.0		22.1
Green Ext Time (p_c), s	0.1	13.0		0.0	0.0	7.1		0.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	480	249	74	327	88	146	375	65	60	423	279
Future Volume (veh/h)	262	480	249	74	327	88	146	375	65	60	423	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	316	578	300	89	394	106	176	452	78	72	510	336
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	315	932	483	112	827	220	203	924	158	92	860	384
Arrive On Green	0.18	0.42	0.42	0.02	0.10	0.10	0.12	0.31	0.31	0.05	0.25	0.25
Sat Flow, veh/h	1734	2203	1142	1734	2703	719	1734	2953	507	1734	3460	1543
Grp Volume(v), veh/h	316	454	424	89	251	249	176	264	266	72	510	336
Grp Sat Flow(s),veh/h/ln	1734	1730	1615	1734	1730	1692	1734	1730	1730	1734	1730	1543
Q Serve(g_s), s	21.8	24.6	24.7	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.1
Cycle Q Clear(g_c), s	21.8	24.6	24.7	6.1	16.4	16.7	12.0	14.8	15.0	4.9	15.6	25.1
Prop In Lane	1.00		0.71	1.00		0.43	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	315	732	683	112	530	518	203	541	541	92	860	384
V/C Ratio(X)	1.00	0.62	0.62	0.79	0.47	0.48	0.87	0.49	0.49	0.79	0.59	0.88
Avail Cap(c_a), veh/h	315	732	683	243	530	518	272	541	541	272	934	417
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.97	0.97	0.97	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	27.1	27.1	57.9	44.8	44.9	52.1	33.4	33.5	56.2	39.7	43.3
Incr Delay (d2), s/veh	46.9	3.3	3.5	4.6	2.9	3.1	13.3	0.8	0.8	5.5	1.1	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	10.7	10.1	2.9	8.1	8.0	5.9	6.3	6.4	2.3	6.8	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	30.3	30.6	62.5	47.7	48.0	65.3	34.2	34.3	61.6	40.8	61.5
LnGrp LOS	F	C	C	E	D	D	E	C	C	E	D	E
Approach Vol, veh/h		1194			589			706			918	
Approach Delay, s/veh		47.8			50.1			42.0			50.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	55.4	18.2	34.4	26.0	41.3	10.5	42.1
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 7.8	34.4	* 19	32.4	* 22	29.4	* 19	32.4
Max Q Clear Time (g_c+I1), s	8.1	26.7	14.0	27.1	23.8	18.7	6.9	17.0
Green Ext Time (p_c), s	0.1	4.3	0.1	2.7	0.0	3.0	0.1	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Future Volume (veh/h)	38	530	40	34	434	49	22	81	39	11	81	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	51	707	53	45	579	65	29	108	52	15	108	68
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	2338	175	57	2233	250	57	138	61	42	140	83
Arrive On Green	0.08	1.00	1.00	0.07	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1734	3263	244	1734	3137	351	167	1011	447	74	1028	609
Grp Volume(v), veh/h	51	375	385	45	319	325	189	0	0	191	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1777	1734	1730	1758	1626	0	0	1710	0	0
Q Serve(g_s), s	3.5	0.0	0.0	3.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	3.1	0.0	0.0	13.6	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.20	0.15		0.28	0.08		0.36
Lane Grp Cap(c), veh/h	65	1240	1273	57	1232	1252	256	0	0	265	0	0
V/C Ratio(X)	0.78	0.30	0.30	0.78	0.26	0.26	0.74	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	228	1240	1273	228	1232	1252	391	0	0	404	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	55.6	0.0	0.0	50.5	0.0	0.0	50.4	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.5	0.5	18.8	0.5	0.5	4.1	0.0	0.0	3.7	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	1.7	0.2	0.2	1.6	0.2	0.2	5.8	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	0.5	0.5	74.4	0.5	0.5	54.6	0.0	0.0	54.0	0.0	0.0
LnGrp LOS	E	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		811			689			189			191	
Approach Delay, s/veh		4.8			5.3			54.6			54.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	90.9		20.9	8.7	90.3		20.9
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 16	64.1		26.4	* 16	64.1		26.4
Max Q Clear Time (g_c+I1), s	5.1	2.0		14.9	5.5	2.0		15.6
Green Ext Time (p_c), s	0.0	5.7		0.8	0.1	4.6		0.7

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Future Volume (veh/h)	89	426	92	108	358	118	109	585	81	124	597	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	99	473	102	120	398	131	121	650	90	138	663	81
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	1268	272	401	1168	380	147	771	107	164	910	406
Arrive On Green	0.02	0.15	0.15	0.05	0.46	0.46	0.08	0.25	0.25	0.09	0.26	0.26
Sat Flow, veh/h	1734	2834	607	1734	2566	835	1734	3053	422	1734	3460	1543
Grp Volume(v), veh/h	99	288	287	120	267	262	121	368	372	138	663	81
Grp Sat Flow(s),veh/h/ln	1734	1730	1712	1734	1730	1671	1734	1730	1745	1734	1730	1543
Q Serve(g_s), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Cycle Q Clear(g_c), s	3.7	18.0	18.2	4.5	11.9	12.2	8.2	24.2	24.3	9.4	21.0	4.9
Prop In Lane	1.00		0.35	1.00		0.50	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	449	774	766	401	787	760	147	437	441	164	910	406
V/C Ratio(X)	0.22	0.37	0.38	0.30	0.34	0.34	0.83	0.84	0.84	0.84	0.73	0.20
Avail Cap(c_a), veh/h	583	774	766	522	787	760	272	535	540	272	1070	477
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	35.9	36.0	17.7	21.1	21.1	54.1	42.6	42.6	53.4	40.3	34.4
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.2	1.2	1.2	4.4	10.3	10.4	5.1	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.6	8.6	1.8	5.1	5.0	3.8	11.5	11.7	4.3	9.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	37.2	37.3	17.8	22.2	22.4	58.5	52.9	53.0	58.5	42.6	34.7
LnGrp LOS	B	D	D	B	C	C	E	D	D	E	D	C
Approach Vol, veh/h		674			649			861			882	
Approach Delay, s/veh		34.4			21.5			53.7			44.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	58.6	14.3	36.4	9.7	59.5	15.6	35.2
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 15	31.1	* 19	37.1	* 15	31.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.5	20.2	10.2	23.0	5.7	14.2	11.4	26.3
Green Ext Time (p_c), s	0.1	2.3	0.1	4.8	0.1	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	187	28	32	110	5	81	6	59	87	301	294	10
Future Vol, veh/h	187	28	32	110	5	81	6	59	87	301	294	10
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	205	31	35	121	5	89	7	65	96	331	323	11
Number of Lanes	1	1	0	0	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.6	12.7	12.9	20.9
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	98%	0%	100%	0%
Vol Thru, %	0%	40%	0%	47%	2%	3%	0%	97%
Vol Right, %	0%	60%	0%	53%	0%	97%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	146	187	60	113	84	301	304
LT Vol	6	0	187	0	110	0	301	0
Through Vol	0	59	0	28	3	3	0	294
RT Vol	0	87	0	32	0	81	0	10
Lane Flow Rate	7	160	205	66	124	92	331	334
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.015	0.314	0.452	0.129	0.277	0.175	0.657	0.614
Departure Headway (Hd)	7.987	7.045	7.923	7.029	8.071	6.872	7.154	6.622
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	510	456	510	445	522	509	548
Service Time	5.73	4.788	5.663	4.768	5.812	4.613	4.854	4.322
HCM Lane V/C Ratio	0.016	0.314	0.45	0.129	0.279	0.176	0.65	0.609
HCM Control Delay	10.9	13	17.1	10.8	13.9	11.1	22.5	19.3
HCM Lane LOS	B	B	C	B	B	B	C	C
HCM 95th-tile Q	0	1.3	2.3	0.4	1.1	0.6	4.7	4.1

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	397	172	114	102	19
Future Vol, veh/h	31	397	172	114	102	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	467	202	134	120	22
Number of Lanes	0	2	2	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	11.6	9.7	10.5
HCM LOS	B	A	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	0%	0%	0%	84%
Vol Thru, %	81%	100%	100%	33%	0%
Vol Right, %	0%	0%	0%	67%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	265	115	171	121
LT Vol	31	0	0	0	102
Through Vol	132	265	115	57	0
RT Vol	0	0	0	114	19
Lane Flow Rate	192	311	135	202	142
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.286	0.456	0.205	0.279	0.227
Departure Headway (Hd)	5.365	5.269	5.461	4.991	5.747
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	665	679	652	714	619
Service Time	3.135	3.04	3.239	2.769	3.832
HCM Lane V/C Ratio	0.289	0.458	0.207	0.283	0.229
HCM Control Delay	10.3	12.4	9.7	9.7	10.5
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	1.2	2.4	0.8	1.1	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	188	197	83	167	34	94	463	86	40	567	55
Future Volume (veh/h)	62	188	197	83	167	34	94	463	86	40	567	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	68	207	216	91	184	37	103	509	95	44	623	60
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	87	852	760	114	1463	288	127	799	148	56	745	72
Arrive On Green	0.05	0.49	0.49	0.07	0.51	0.51	0.07	0.27	0.27	0.03	0.23	0.23
Sat Flow, veh/h	1734	1730	1543	1734	2881	568	1734	2913	541	1734	3189	307
Grp Volume(v), veh/h	68	207	216	91	109	112	103	301	303	44	338	345
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1719	1734	1730	1724	1734	1730	1766
Q Serve(g_s), s	5.0	9.0	10.7	6.7	4.3	4.5	7.6	19.9	20.1	3.3	24.1	24.2
Cycle Q Clear(g_c), s	5.0	9.0	10.7	6.7	4.3	4.5	7.6	19.9	20.1	3.3	24.1	24.2
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.31	1.00		0.17
Lane Grp Cap(c), veh/h	87	852	760	114	878	873	127	475	473	56	404	413
V/C Ratio(X)	0.78	0.24	0.28	0.80	0.12	0.13	0.81	0.64	0.64	0.78	0.83	0.84
Avail Cap(c_a), veh/h	237	852	760	237	878	873	237	631	629	211	604	617
HCM Platoon Ratio	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	0.81	0.81	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.0	19.0	19.5	59.9	16.8	16.9	59.4	41.5	41.5	62.4	47.4	47.4
Incr Delay (d2), s/veh	14.1	0.7	0.9	12.1	0.3	0.3	9.7	1.1	1.2	15.2	4.7	4.7
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	2.6	3.8	4.1	3.3	1.8	1.9	3.7	8.7	8.7	1.7	10.9	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.1	19.7	20.4	72.1	17.1	17.2	69.0	42.6	42.7	77.6	52.1	52.2
LnGrp LOS	E	B	C	E	B	B	E	D	D	E	D	D
Approach Vol, veh/h		491			312			707			727	
Approach Delay, s/veh		27.7			33.1			46.5			53.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	68.6	13.7	35.0	10.7	70.6	8.4	40.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6
Max Green Setting (Gmax), s	* 8	31.4	* 18	45.4	* 18	31.4	* 16	47.4
Max Q Clear Time (g_c+I1), s	8.7	12.7	9.6	26.2	7.0	6.5	5.3	22.1
Green Ext Time (p_c), s	0.1	2.5	0.1	4.2	0.1	1.2	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	139	57	83	62	437	30
Future Vol, veh/h	139	57	83	62	437	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	63	92	69	486	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	756	503	519	0	-	0
Stage 1	503	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	376	569	1047	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	342	569	1047	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.5	5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1047	-	342	569	-	-
HCM Lane V/C Ratio	0.088	-	0.452	0.111	-	-
HCM Control Delay (s)	8.8	0	23.9	12.1	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.3	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	570	122	18	243	20	58	28	32	170	238	60
Future Volume (veh/h)	0	570	122	18	243	20	58	28	32	170	238	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	626	134	20	267	22	64	31	35	187	262	66
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	493	105	84	1171	101	180	200	226	391	360	91
Arrive On Green	0.00	0.17	0.17	0.25	0.25	0.25	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	0	2927	606	223	3094	267	1052	781	882	1335	1404	354
Grp Volume(v), veh/h	0	381	379	163	0	146	64	0	66	187	0	328
Grp Sat Flow(s),veh/h/ln	0	1730	1712	1810	0	1773	1052	0	1662	1335	0	1757
Q Serve(g_s), s	0.0	13.9	13.9	5.7	0.0	5.2	4.7	0.0	2.5	10.1	0.0	13.6
Cycle Q Clear(g_c), s	0.0	13.9	13.9	5.7	0.0	5.2	18.4	0.0	2.5	12.5	0.0	13.6
Prop In Lane	0.00		0.35	0.12		0.15	1.00		0.53	1.00		0.20
Lane Grp Cap(c), veh/h	0	301	297	685	0	671	180	0	426	391	0	451
V/C Ratio(X)	0.00	1.27	1.27	0.24	0.00	0.22	0.36	0.00	0.15	0.48	0.00	0.73
Avail Cap(c_a), veh/h	0	301	297	685	0	671	238	0	517	465	0	547
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	33.1	20.7	0.0	20.5	35.6	0.0	23.0	27.9	0.0	27.2
Incr Delay (d2), s/veh	0.0	144.7	146.3	0.8	0.0	0.7	0.4	0.0	0.1	0.3	0.0	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	0.0	17.7	17.7	2.5	0.0	2.3	1.2	0.0	0.9	3.2	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	177.7	179.4	21.5	0.0	21.2	36.0	0.0	23.1	28.2	0.0	29.9
LnGrp LOS	A	F	F	C	A	C	D	A	C	C	A	C
Approach Vol, veh/h		760			309			130			515	
Approach Delay, s/veh		178.5			21.4			29.5			29.3	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	35.4	25.6	19.0	25.6
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	25.9	24.9	13.9	24.9
Max Q Clear Time (g_c+I1), s	7.7	15.6	15.9	20.4
Green Ext Time (p_c), s	1.1	1.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	94.1
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	537	240	367	132	0	0	0	0	376	1	151
Future Volume (veh/h)	0	537	240	367	132	0	0	0	0	376	1	151
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	610	273	417	150	0				481	0	115
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1776	777	379	2407	0				614	0	273
Arrive On Green	0.00	0.52	0.52	0.11	0.70	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3551	1482	3365	3551	0				3469	0	1543
Grp Volume(v), veh/h	0	597	286	417	150	0				481	0	115
Grp Sat Flow(s),veh/h/ln	0	1657	1554	1682	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	8.4	8.6	9.0	1.1	0.0				10.6	0.0	5.3
Cycle Q Clear(g_c), s	0.0	8.4	8.6	9.0	1.1	0.0				10.6	0.0	5.3
Prop In Lane	0.00		0.95	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1738	815	379	2407	0				614	0	273
V/C Ratio(X)	0.00	0.34	0.35	1.10	0.06	0.00				0.78	0.00	0.42
Avail Cap(c_a), veh/h	0	1738	815	379	2407	0				928	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.72	0.72	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.0	11.1	35.5	3.9	0.0				31.5	0.0	29.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	70.0	0.0	0.0				2.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	2.7	7.3	0.3	0.0				4.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.1	11.2	105.5	3.9	0.0				34.0	0.0	30.3
LnGrp LOS	A	B	B	F	A	A				C	A	C
Approach Vol, veh/h		883			567						596	
Approach Delay, s/veh		11.1			78.6						33.3	
Approach LOS		B			E						C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	60.7	19.3	13.7	47.0
Change Period (Y+Rc), s	5.1	5.1	* 4.7	5.1
Max Green Setting (Gmax), s	48.4	21.4	* 9	34.7
Max Q Clear Time (g_c+I1), s	3.1	12.6	11.0	10.6
Green Ext Time (p_c), s	0.7	1.6	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	367	553	0	0	428	451	63	1	366	0	0	0
Future Volume (veh/h)	367	553	0	0	428	451	63	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	386	582	0	0	451	475	44	0	409			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	360	2068	0	0	675	602	319	0	568			
Arrive On Green	0.11	0.60	0.00	0.00	0.39	0.39	0.18	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	1734	0	3087			
Grp Volume(v), veh/h	386	582	0	0	451	475	44	0	409			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1734	0	1543			
Q Serve(g_s), s	5.0	3.8	0.0	0.0	10.0	12.7	1.0	0.0	5.8			
Cycle Q Clear(g_c), s	5.0	3.8	0.0	0.0	10.0	12.7	1.0	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	360	2068	0	0	675	602	319	0	568			
V/C Ratio(X)	1.07	0.28	0.00	0.00	0.67	0.79	0.14	0.00	0.72			
Avail Cap(c_a), veh/h	360	2724	0	0	1003	895	668	0	1189			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.9	4.5	0.0	0.0	11.8	12.6	16.0	0.0	17.9			
Incr Delay (d2), s/veh	68.0	0.0	0.0	0.0	0.4	1.5	0.1	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			
%ile BackOfQ(50%),veh/ln	5.2	0.8	0.0	0.0	3.2	3.7	0.4	0.0	1.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.9	4.6	0.0	0.0	12.2	14.1	16.0	0.0	18.6			
LnGrp LOS	F	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		968			926			453				
Approach Delay, s/veh		38.2			13.1			18.3				
Approach LOS		D			B			B				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	9.7	23.3		13.7		33.0			
Change Period (Y+Rc), s*	4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	5	27.1		18.0		36.8			
Max Q Clear Time (g_c+I1), s	7.0	14.7		7.8		5.8			
Green Ext Time (p_c), s	0.0	3.6		0.8		2.8			

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	738	11	19	801	48	23	4	21	68	8	128
Future Volume (veh/h)	90	738	11	19	801	48	23	4	21	68	8	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	102	839	12	22	910	55	26	5	24	77	9	145
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	2373	34	30	2068	125	51	8	39	210	11	177
Arrive On Green	0.07	0.68	0.68	0.03	1.00	1.00	0.03	0.03	0.03	0.12	0.12	0.12
Sat Flow, veh/h	1734	3492	50	1734	3315	200	1734	273	1312	1734	91	1466
Grp Volume(v), veh/h	102	416	435	22	475	490	26	0	29	77	0	154
Grp Sat Flow(s),veh/h/ln	1734	1730	1812	1734	1730	1785	1734	0	1585	1734	0	1557
Q Serve(g_s), s	7.0	12.2	12.2	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Cycle Q Clear(g_c), s	7.0	12.2	12.2	1.5	0.0	0.0	1.8	0.0	2.2	4.9	0.0	11.6
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.83	1.00		0.94
Lane Grp Cap(c), veh/h	126	1176	1232	30	1080	1114	51	0	47	210	0	188
V/C Ratio(X)	0.81	0.35	0.35	0.73	0.44	0.44	0.51	0.00	0.62	0.37	0.00	0.82
Avail Cap(c_a), veh/h	214	1176	1232	214	1080	1114	150	0	137	410	0	369
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	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	8.1	8.1	57.6	0.0	0.0	57.4	0.0	57.6	48.5	0.0	51.4
Incr Delay (d2), s/veh	10.8	0.8	0.8	27.2	1.2	1.2	7.5	0.0	12.5	1.1	0.0	8.4
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	3.4	4.5	4.7	0.9	0.4	0.4	0.9	0.0	1.0	2.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	8.9	8.9	84.8	1.2	1.2	64.9	0.0	70.0	49.6	0.0	59.8
LnGrp LOS	E	A	A	F	A	A	E	A	E	D	A	E
Approach Vol, veh/h		953			987			55			231	
Approach Delay, s/veh		15.0			3.1			67.6			56.4	
Approach LOS		B			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	86.4		19.1	12.9	79.8		8.2
Change Period (Y+Rc), s	* 4.2	4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	* 15	48.1		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	13.5	14.2		13.6	9.0	2.0		4.2
Green Ext Time (p_c), s	0.0	6.3		0.9	0.1	7.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	790	28	12	729	47	10	3	13	23	5	30
Future Volume (veh/h)	31	790	28	12	729	47	10	3	13	23	5	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	35	898	32	14	828	53	11	3	15	26	6	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1023	36	813	2474	158	13	4	18	33	8	44
Arrive On Green	0.05	0.60	0.60	0.47	0.75	0.75	0.02	0.02	0.02	0.05	0.05	0.05
Sat Flow, veh/h	1734	3408	121	1734	3302	211	621	169	847	645	149	843
Grp Volume(v), veh/h	35	456	474	14	434	447	29	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1799	1734	1730	1783	1638	0	0	1637	0	0
Q Serve(g_s), s	2.4	26.7	26.7	0.5	10.1	10.1	2.1	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	2.4	26.7	26.7	0.5	10.1	10.1	2.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.12	0.38		0.52	0.39		0.52
Lane Grp Cap(c), veh/h	44	519	540	813	1296	1336	35	0	0	84	0	0
V/C Ratio(X)	0.80	0.88	0.88	0.02	0.33	0.33	0.83	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	214	693	721	813	1296	1336	142	0	0	387	0	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)	0.93	0.93	0.93	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.7	22.1	22.1	17.1	5.0	5.0	58.5	0.0	0.0	56.2	0.0	0.0
Incr Delay (d2), s/veh	10.8	17.5	17.0	0.0	0.6	0.6	16.5	0.0	0.0	5.8	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	1.2	9.8	10.1	0.2	3.4	3.5	1.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	39.6	39.1	17.1	5.6	5.6	75.0	0.0	0.0	62.0	0.0	0.0
LnGrp LOS	E	D	D	B	A	A	E	A	A	E	A	A
Approach Vol, veh/h		965			895			29			66	
Approach Delay, s/veh		40.4			5.8			75.0			62.0	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	61.1	40.9		10.8	7.2	94.8		7.2
Change Period (Y+Rc), s	4.9	* 4.9		4.6	* 4.2	4.9		4.6
Max Green Setting (Gmax), s	14.8	* 48		28.4	* 15	48.1		10.4
Max Q Clear Time (g_c+I1), s	12.5	28.7		6.8	4.4	12.1		4.1
Green Ext Time (p_c), s	0.0	7.3		0.2	0.0	8.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	436	227	223	519	80	232	453	164	131	562	124
Future Volume (veh/h)	148	436	227	223	519	80	232	453	164	131	562	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	166	490	255	251	583	90	261	509	184	147	631	139
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	224	1583	706	307	1449	223	317	877	532	203	760	442
Arrive On Green	0.07	0.46	0.46	0.18	0.96	0.96	0.19	0.51	0.51	0.06	0.22	0.22
Sat Flow, veh/h	3365	3460	1543	3365	3005	463	3365	3460	1543	3365	3460	1543
Grp Volume(v), veh/h	166	490	255	251	335	338	261	509	184	147	631	139
Grp Sat Flow(s),veh/h/ln	1682	1730	1543	1682	1730	1738	1682	1730	1543	1682	1730	1543
Q Serve(g_s), s	6.3	11.6	14.0	9.3	1.5	1.5	9.7	13.4	8.8	5.6	22.6	9.2
Cycle Q Clear(g_c), s	6.3	11.6	14.0	9.3	1.5	1.5	9.7	13.4	8.8	5.6	22.6	9.2
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	1583	706	307	834	838	317	877	532	203	760	442
V/C Ratio(X)	0.74	0.31	0.36	0.82	0.40	0.40	0.82	0.58	0.35	0.72	0.83	0.31
Avail Cap(c_a), veh/h	512	1583	706	512	834	838	512	1049	609	461	995	547
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	0.84	0.84	0.84	0.56	0.56	0.56
Uniform Delay (d), s/veh	59.6	22.3	22.9	52.1	1.2	1.2	51.7	27.2	20.4	60.0	48.4	36.4
Incr Delay (d2), s/veh	4.5	0.5	1.3	4.8	1.3	1.3	4.9	0.5	0.3	2.8	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.9	5.4	3.8	0.7	0.7	4.0	4.5	2.8	2.5	10.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	22.8	24.3	56.9	2.5	2.5	56.6	27.7	20.7	62.8	51.1	36.6
LnGrp LOS	E	C	C	E	A	A	E	C	C	E	D	D
Approach Vol, veh/h		911			924			954			917	
Approach Delay, s/veh		30.7			17.3			34.3			50.8	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	64.4	16.4	33.1	12.9	67.6	12.0	37.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 20	35.1	* 20	37.4	* 20	35.1	* 18	39.4
Max Q Clear Time (g_c+I1), s	11.3	16.0	11.7	24.6	8.3	3.5	7.6	15.4
Green Ext Time (p_c), s	0.5	4.1	0.6	3.9	0.4	4.7	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Future Volume (veh/h)	39	543	43	94	709	62	60	35	107	106	47	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	49	679	54	118	886	78	75	44	134	132	59	108
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	2032	907	140	2034	179	95	189	160	157	253	214
Arrive On Green	0.07	1.00	1.00	0.16	1.00	1.00	0.06	0.10	0.10	0.09	0.14	0.14
Sat Flow, veh/h	1734	3460	1543	1734	3217	283	1734	1821	1543	1734	1821	1543
Grp Volume(v), veh/h	49	679	54	118	476	488	75	44	134	132	59	108
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1770	1734	1821	1543	1734	1821	1543
Q Serve(g_s), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Cycle Q Clear(g_c), s	3.6	0.0	0.0	8.6	0.0	0.0	5.6	2.9	11.1	9.7	3.7	8.4
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	2032	907	140	1094	1119	95	189	160	157	253	214
V/C Ratio(X)	0.78	0.33	0.06	0.84	0.44	0.44	0.79	0.23	0.84	0.84	0.23	0.50
Avail Cap(c_a), veh/h	251	2032	907	251	1094	1119	278	314	266	278	314	266
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	0.0	0.0	53.7	0.0	0.0	60.7	53.5	57.2	58.2	49.8	51.8
Incr Delay (d2), s/veh	7.4	0.4	0.1	4.1	1.0	1.0	13.1	0.6	11.2	4.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	3.6	0.3	0.3	2.8	1.4	4.8	4.5	1.8	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	0.4	0.1	57.8	1.0	1.0	73.8	54.1	68.4	62.8	50.3	53.6
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	D	D
Approach Vol, veh/h		782			1082			253			299	
Approach Delay, s/veh		4.6			7.2			67.5			57.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	81.3	11.4	22.7	8.9	87.1	15.9	18.1
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.6	* 4.2	4.9	* 4.2	4.6
Max Green Setting (Gmax), s	* 13	50.1	* 21	22.4	* 19	50.1	* 21	22.4
Max Q Clear Time (g_c+I1), s	10.6	2.0	7.6	10.4	5.6	2.0	11.7	13.1
Green Ext Time (p_c), s	0.1	7.0	0.1	0.5	0.0	9.8	0.1	0.4

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Future Volume (veh/h)	136	545	109	97	621	139	102	440	62	135	680	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	149	599	120	107	682	153	112	484	68	148	747	191
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	202	1393	278	159	1325	297	137	694	97	174	862	385
Arrive On Green	0.12	0.97	0.97	0.05	0.47	0.47	0.08	0.23	0.23	0.10	0.25	0.25
Sat Flow, veh/h	3365	2874	574	3365	2808	630	1734	3048	426	1734	3460	1543
Grp Volume(v), veh/h	149	360	359	107	420	415	112	274	278	148	747	191
Grp Sat Flow(s),veh/h/ln	1682	1730	1718	1682	1730	1708	1734	1730	1744	1734	1730	1543
Q Serve(g_s), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Cycle Q Clear(g_c), s	5.6	1.4	1.4	4.1	22.0	22.0	8.3	18.9	19.1	10.9	26.9	13.8
Prop In Lane	1.00		0.33	1.00		0.37	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	202	839	833	159	816	806	137	394	397	174	862	385
V/C Ratio(X)	0.74	0.43	0.43	0.67	0.51	0.51	0.82	0.69	0.70	0.85	0.87	0.50
Avail Cap(c_a), veh/h	461	839	833	461	816	806	251	494	498	251	987	440
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	1.0	1.0	60.9	23.9	23.9	59.0	46.1	46.1	57.5	46.7	41.8
Incr Delay (d2), s/veh	4.7	1.5	1.5	4.9	2.3	2.3	11.4	3.1	3.2	17.0	7.4	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	2.4	0.7	0.7	1.8	9.4	9.3	4.0	8.4	8.6	5.6	12.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	2.5	2.5	65.8	26.2	26.3	70.4	49.1	49.3	74.5	54.2	42.8
LnGrp LOS	E	A	A	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		868			942			664			1086	
Approach Delay, s/veh		12.5			30.8			52.8			54.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	67.9	14.4	37.3	12.0	66.3	17.2	34.5
Change Period (Y+Rc), s	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9	* 4.2	4.9
Max Green Setting (Gmax), s	* 6	38.1	* 19	37.1	* 18	38.1	* 19	37.1
Max Q Clear Time (g_c+I1), s	6.1	3.4	10.3	28.9	7.6	24.0	12.9	21.1
Green Ext Time (p_c), s	0.2	4.9	0.1	3.5	0.3	4.5	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	16	72	57	13	35
Future Vol, veh/h	145	16	72	57	13	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	17	78	62	14	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	354	88
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1399	-	618	953
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1399	-	583	953
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	953	-	-	1399	-
HCM Lane V/C Ratio	0.024	0.04	-	-	0.056	-
HCM Control Delay (s)	11.3	8.9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	210	56	70	129	42	27	75	101	151	253	16
Future Vol, veh/h	11	210	56	70	129	42	27	75	101	151	253	16
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	212	57	71	130	42	27	76	102	153	256	16
Number of Lanes	1	2	0	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	12.9	12	13.5	15.9
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	43%	0%	100%	56%	0%	100%	51%	0%	94%
Vol Right, %	0%	57%	0%	0%	44%	0%	0%	49%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	176	11	140	126	70	86	85	151	269
LT Vol	27	0	11	0	0	70	0	0	151	0
Through Vol	0	75	0	140	70	0	86	43	0	253
RT Vol	0	101	0	0	56	0	0	42	0	16
Lane Flow Rate	27	178	11	141	127	71	87	86	153	272
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.061	0.354	0.025	0.297	0.256	0.16	0.185	0.174	0.318	0.526
Departure Headway (Hd)	8.083	7.172	8.077	7.564	7.245	8.17	7.657	7.302	7.516	6.972
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	501	443	475	495	439	468	491	479	516
Service Time	5.833	4.922	5.825	5.313	4.994	5.922	5.408	5.053	5.259	4.714
HCM Lane V/C Ratio	0.061	0.355	0.025	0.297	0.257	0.162	0.186	0.175	0.319	0.527
HCM Control Delay	11.4	13.8	11	13.5	12.5	12.5	12.1	11.6	13.7	17.2
HCM Lane LOS	B	B	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	1.6	0.1	1.2	1	0.6	0.7	0.6	1.4	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	130	274	164	0	0	0	0	487	2	63
Future Volume (veh/h)	0	354	130	274	164	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	385	141	298	178	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	876	306	170	1552	0				548	2	489
Arrive On Green	0.00	0.24	0.24	0.10	0.45	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	3801	1270	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	349	177	298	178	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1593	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	4.7	4.9	5.1	1.6	0.0				15.7	0.0	1.6
Cycle Q Clear(g_c), s	0.0	4.7	4.9	5.1	1.6	0.0				15.7	0.0	1.6
Prop In Lane	0.00		0.80	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	799	384	170	1552	0				550	0	489
V/C Ratio(X)	0.00	0.44	0.46	1.75	0.11	0.00				0.97	0.00	0.14
Avail Cap(c_a), veh/h	0	1943	933	170	2746	0				550	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	16.9	23.5	8.3	0.0				17.5	0.0	12.7
Incr Delay (d2), s/veh	0.0	0.6	1.5	362.0	0.1	0.0				29.7	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
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.8	19.0	0.5	0.0				9.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.4	18.3	385.5	8.4	0.0				47.2	0.0	12.8
LnGrp LOS	A	B	B	F	A	A				D	A	B
Approach Vol, veh/h		526			476						599	
Approach Delay, s/veh		17.7			244.5						43.3	
Approach LOS		B			F						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	29.4	22.6	10.8	18.6
Change Period (Y+Rc), s	6.1	6.1	* 5.7	6.1
Max Green Setting (Gmax), s	41.3	16.5	* 5.1	30.5
Max Q Clear Time (g_c+I1), s	3.6	17.7	7.1	6.9
Green Ext Time (p_c), s	2.0	0.0	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	94.7
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	705	0	0	368	360	66	2	245	0	0	0
Future Volume (veh/h)	130	705	0	0	368	360	66	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	143	775	0	0	404	396	73	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	164	1953	0	0	631	563	355	10	324			
Arrive On Green	0.09	0.56	0.00	0.00	0.36	0.36	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	1821	1543	1690	46	1543			
Grp Volume(v), veh/h	143	775	0	0	404	396	75	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1543	1737	0	1543			
Q Serve(g_s), s	4.4	6.8	0.0	0.0	10.5	11.9	1.9	0.0	9.0			
Cycle Q Clear(g_c), s	4.4	6.8	0.0	0.0	10.5	11.9	1.9	0.0	9.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	164	1953	0	0	631	563	365	0	324			
V/C Ratio(X)	0.87	0.40	0.00	0.00	0.64	0.70	0.21	0.00	0.83			
Avail Cap(c_a), veh/h	164	2322	0	0	816	728	530	0	471			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.2	6.6	0.0	0.0	14.2	14.7	17.6	0.0	20.4			
Incr Delay (d2), s/veh	36.0	0.2	0.0	0.0	1.9	3.2	0.1	0.0	5.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	1.9	0.0	0.0	3.8	4.0	0.7	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	6.8	0.0	0.0	16.1	17.8	17.7	0.0	25.8			
LnGrp LOS	E	A	A	A	B	B	B	A	C			
Approach Vol, veh/h		918			800			344				
Approach Delay, s/veh		15.1			17.0			24.0				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	10.8	25.8		17.5		36.6			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 5.1	25.5		16.5		36.3			
Max Q Clear Time (g_c+I1), s	6.4	13.9		11.0		8.8			
Green Ext Time (p_c), s	0.0	5.9		0.4		9.5			

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

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

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	710	34	20	548	15	46	6	14	9	10	43
Future Vol, veh/h	29	710	34	20	548	15	46	6	14	9	10	43
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	740	35	21	571	16	48	6	15	9	10	45
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	18.3	14.8	11	10.4
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	8%	0%	7%	0%	15%
Vol Thru, %	9%	92%	91%	93%	95%	16%
Vol Right, %	21%	0%	9%	0%	5%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	384	389	294	289	62
LT Vol	46	29	0	20	0	9
Through Vol	6	355	355	274	274	10
RT Vol	14	0	34	0	15	43
Lane Flow Rate	69	400	405	306	301	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.131	0.644	0.642	0.513	0.498	0.116
Departure Headway (Hd)	6.865	5.8	5.7	6.027	5.956	6.488
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	624	632	597	605	552
Service Time	4.912	3.537	3.437	3.769	3.698	4.536
HCM Lane V/C Ratio	0.132	0.641	0.641	0.513	0.498	0.118
HCM Control Delay	11	18.5	18.1	15	14.5	10.4
HCM Lane LOS	B	C	C	B	B	B
HCM 95th-tile Q	0.4	4.6	4.6	2.9	2.8	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	429	184	71	344	46	115	588	75	51	709	154
Future Volume (veh/h)	125	429	184	71	344	46	115	588	75	51	709	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	140	482	207	80	387	52	129	661	84	57	797	173
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	165	539	230	101	587	78	154	1007	128	432	1693	755
Arrive On Green	0.10	0.23	0.23	0.06	0.19	0.19	0.09	0.33	0.33	0.17	0.33	0.33
Sat Flow, veh/h	1734	2362	1008	1734	3068	409	1734	3089	392	1734	3460	1543
Grp Volume(v), veh/h	140	352	337	80	217	222	129	370	375	57	797	173
Grp Sat Flow(s),veh/h/ln	1734	1730	1640	1734	1730	1747	1734	1730	1751	1734	1730	1543
Q Serve(g_s), s	10.3	25.6	25.9	5.9	15.1	15.3	9.5	23.8	23.9	3.6	23.8	10.6
Cycle Q Clear(g_c), s	10.3	25.6	25.9	5.9	15.1	15.3	9.5	23.8	23.9	3.6	23.8	10.6
Prop In Lane	1.00		0.61	1.00		0.23	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	165	395	374	101	331	334	154	564	571	432	1693	755
V/C Ratio(X)	0.85	0.89	0.90	0.80	0.66	0.66	0.84	0.66	0.66	0.13	0.47	0.23
Avail Cap(c_a), veh/h	278	431	409	278	431	436	558	564	571	432	1693	755
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.9	48.6	48.7	60.5	48.6	48.7	58.3	37.5	37.6	42.2	30.3	25.9
Incr Delay (d2), s/veh	5.1	19.2	21.2	5.3	2.3	2.4	4.5	5.9	5.8	0.0	0.7	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	4.8	13.2	12.8	2.8	6.7	6.9	4.4	11.0	11.2	1.6	10.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	67.8	69.9	65.7	50.9	51.1	62.8	43.4	43.4	42.2	31.0	26.4
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	C	C
Approach Vol, veh/h		829			519			874			1027	
Approach Delay, s/veh		67.8			53.3			46.2			30.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	34.3	15.8	68.2	16.6	29.5	37.0	47.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 2	32.4	* 42	17.4	* 21	32.4	16.8	* 42
Max Q Clear Time (g_c+I1), s	7.9	27.9	11.5	25.8	12.3	17.3	5.6	25.9
Green Ext Time (p_c), s	0.1	1.8	0.2	0.0	0.1	2.3	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

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

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

Intersection	
Intersection Delay, s/veh	151.8
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	357	82	61	783	169	175
Future Vol, veh/h	357	82	61	783	169	175
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	87	65	833	180	186
Number of Lanes	1	2	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	3	0
HCM Control Delay	35.1	266.9	18.3
HCM LOS	E	F	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	783	357	41	41	169	175
LT Vol	0	0	357	0	0	169	0
Through Vol	61	0	0	0	0	0	175
RT Vol	0	783	0	41	41	0	0
Lane Flow Rate	65	833	380	44	44	180	186
Geometry Grp	8	8	7	7	7	8	8
Degree of Util (X)	0.136	1.577	0.823	0.08	0.059	0.421	0.41
Departure Headway (Hd)	7.53	6.814	8.699	7.461	5.672	9.479	8.958
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	476	533	418	483	636	383	404
Service Time	5.277	4.561	6.399	5.161	3.372	7.179	6.658
HCM Lane V/C Ratio	0.137	1.563	0.909	0.091	0.069	0.47	0.46
HCM Control Delay	11.5	286.8	40.9	10.8	8.7	18.9	17.7
HCM Lane LOS	B	F	E	B	A	C	C
HCM 95th-tile Q	0.5	44.8	7.6	0.3	0.2	2	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	603	344	255	362	8	73	5	232	3	7	6
Future Volume (veh/h)	4	603	344	255	362	8	73	5	232	3	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	849	485	359	510	11	103	7	327	4	10	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	1157	516	274	1677	36	469	28	397	115	227	151
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1734	3460	1543	1734	3463	75	1321	108	1543	141	884	586
Grp Volume(v), veh/h	6	849	485	359	255	266	110	0	327	22	0	0
Grp Sat Flow(s),veh/h/ln	1734	1730	1543	1734	1730	1808	1429	0	1543	1611	0	0
Q Serve(g_s), s	0.2	11.7	16.4	8.5	4.8	4.8	2.7	0.0	10.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.7	16.4	8.5	4.8	4.8	3.2	0.0	10.8	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.94		1.00	0.18		0.36
Lane Grp Cap(c), veh/h	14	1157	516	274	838	875	497	0	397	493	0	0
V/C Ratio(X)	0.43	0.73	0.94	1.31	0.30	0.30	0.22	0.00	0.82	0.04	0.00	0.00
Avail Cap(c_a), veh/h	193	1157	516	274	838	875	659	0	573	667	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	15.8	17.4	22.7	8.4	8.4	16.0	0.0	18.9	15.1	0.0	0.0
Incr Delay (d2), s/veh	20.0	2.5	25.5	163.7	0.2	0.2	0.2	0.0	6.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	8.7	15.6	1.5	1.6	1.0	0.0	4.1	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	18.3	42.9	186.4	8.6	8.6	16.2	0.0	25.3	15.1	0.0	0.0
LnGrp LOS	D	B	D	F	A	A	B	A	C	B	A	A
Approach Vol, veh/h		1340			880			437			22	
Approach Delay, s/veh		27.3			81.1			23.0			15.1	
Approach LOS		C			F			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.3	13.0	22.5	18.3	4.9	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.0	8.5	18.0	20.0	6.0	20.5
Max Q Clear Time (g_c+I1), s	12.8	10.5	18.4	2.5	2.2	6.8
Green Ext Time (p_c), s	1.1	0.0	0.0	0.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	13	85	43	55
Future Vol, veh/h	21	11	13	85	43	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	12	14	92	47	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	149	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	843	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	835	1046
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	942	-	-	1576	-
HCM Lane V/C Ratio	0.113	-	-	0.009	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	11	13	69	43	56
Future Vol, veh/h	117	11	13	69	43	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	12	14	75	47	61

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	236	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1445	-	752	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	744	916
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	832	-	-	1445	-
HCM Lane V/C Ratio	0.129	-	-	0.01	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	111	11	15	26	43	65
Future Vol, veh/h	111	11	15	26	43	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	12	16	28	47	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	133	0	187	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1452	-	802	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1452	-	793	923
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1452	-
HCM Lane V/C Ratio	0.136	-	-	0.011	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	94.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	649	579	300	497	43
Future Vol, veh/h	11	649	579	300	497	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	705	629	326	540	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	955	0	-	0	1169	478
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	715	-	-	-	~ 186	534
Stage 1	-	-	-	-	~ 407	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	715	-	-	-	~ 183	534
Mov Cap-2 Maneuver	-	-	-	-	~ 303	-
Stage 1	-	-	-	-	~ 400	-
Stage 2	-	-	-	-	663	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 364
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	715	-	-	-	303	534
HCM Lane V/C Ratio	0.017	-	-	-	1.783	0.088
HCM Control Delay (s)	10.1	-	-	-	$ 394.4	12.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	35.4	0.3

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	771	692	47	0	187
Future Vol, veh/h	0	771	692	47	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	838	752	51	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	402
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	598
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	598
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	598
HCM Lane V/C Ratio	-	-	-	0.34
HCM Control Delay (s)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.5

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	0	43	40	0	169
Future Vol, veh/h	162	0	43	40	0	169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	0	47	43	0	184

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	313	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	680	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	657	867
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1400	-
HCM Lane V/C Ratio	0.212	-	-	0.033	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1146	439	76	0	300
Future Vol, veh/h	0	1146	439	76	0	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1246	477	83	0	326

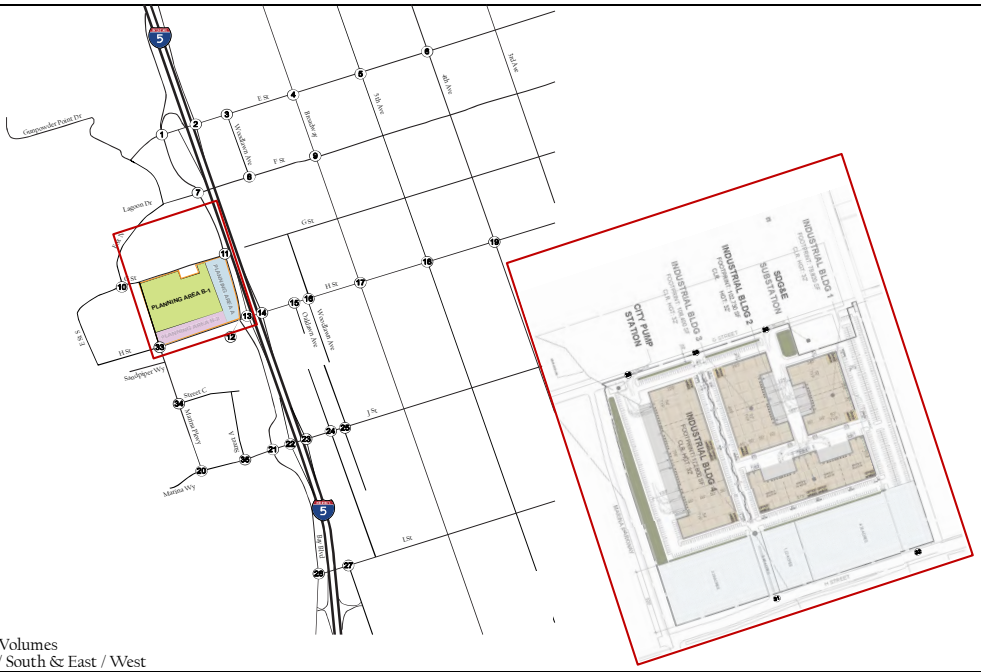
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	280
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	717
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	717
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

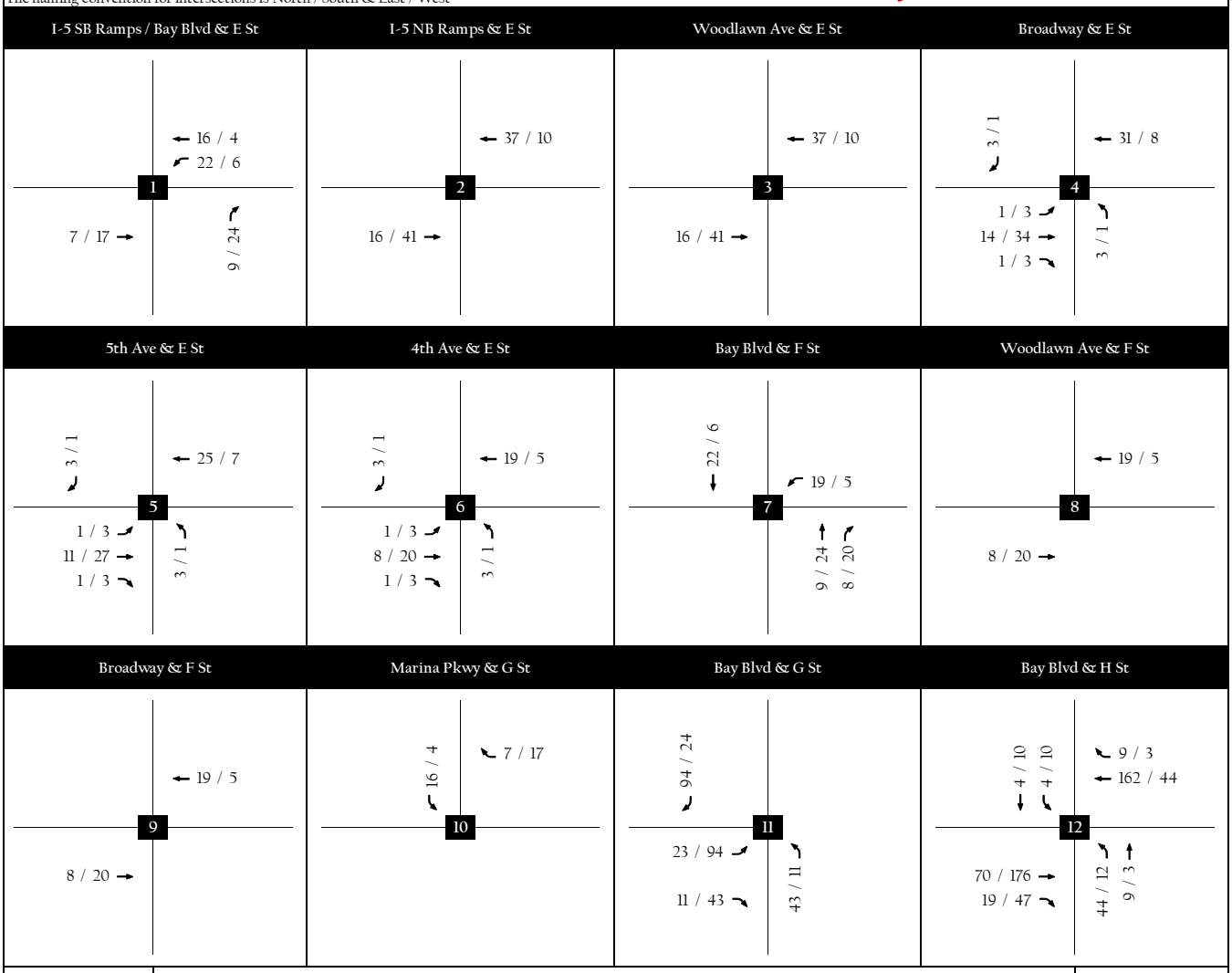
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	717
HCM Lane V/C Ratio	-	-	-	0.455
HCM Control Delay (s)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	2.4

Appendix G

Trip Assignment Figures (No PCE Adjustments)



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

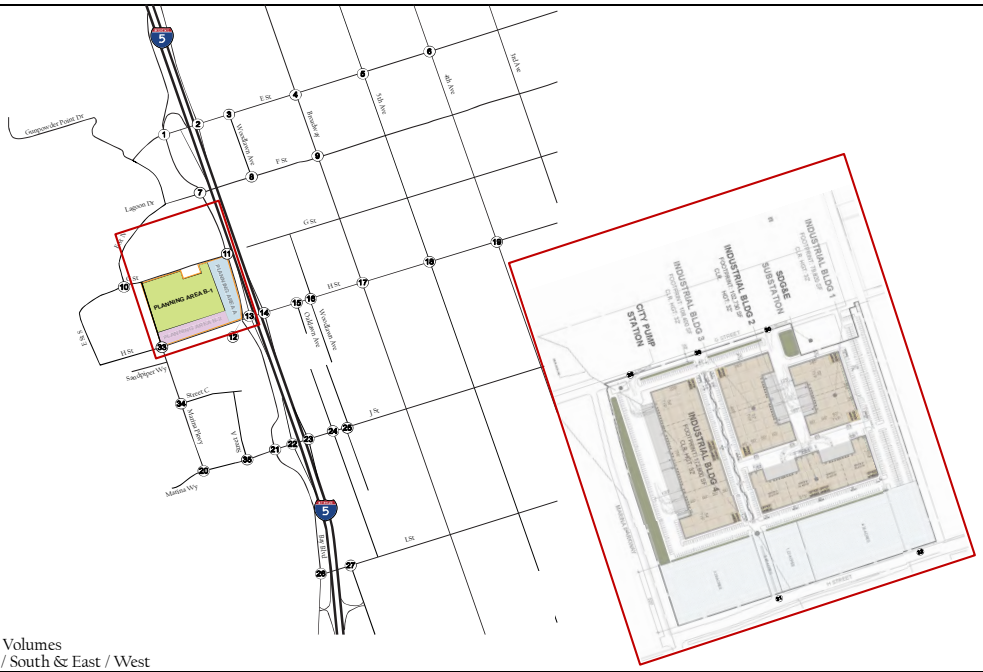


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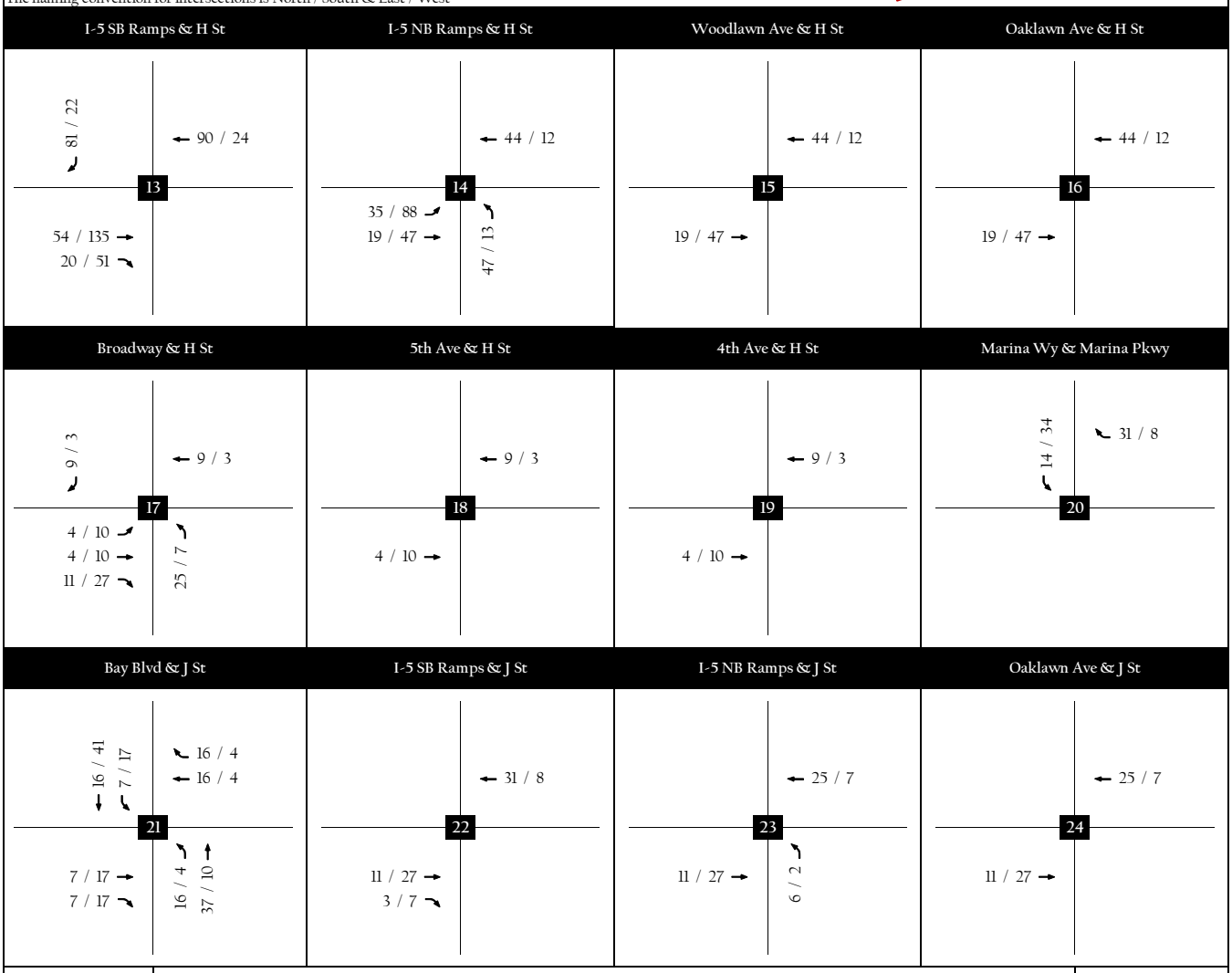
Rohr/Wohl Specific Plan

Project Trip Assignment (No PCE Adjustments)

Figure 4-2



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



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Rohr/Wohl Specific Plan

Project Trip Assignment (No PCE Adjustments)

Figure 4-2a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

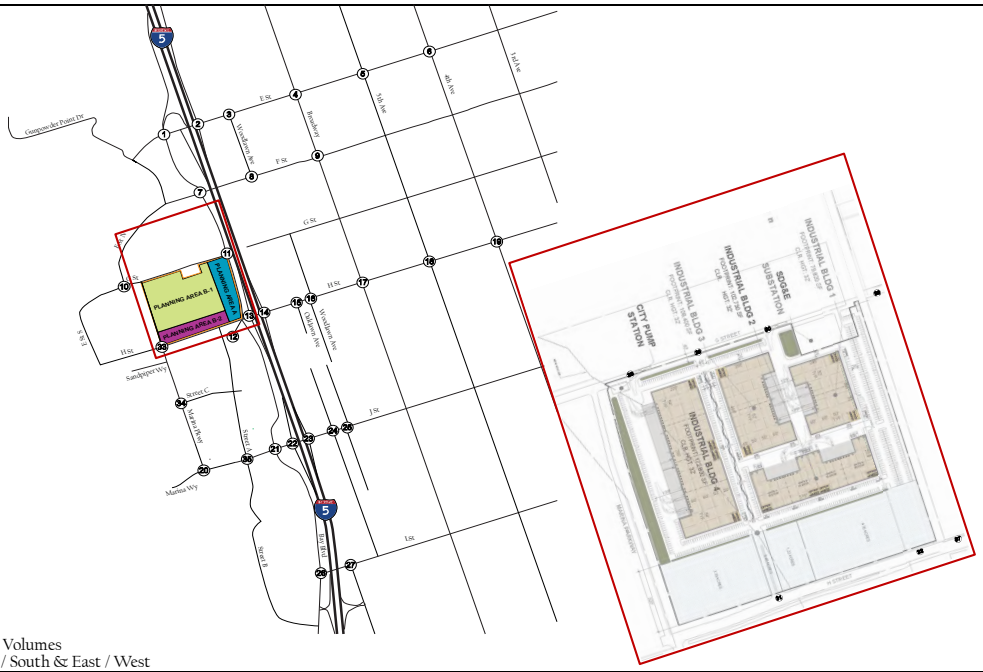
Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
25 / 7 → 25 11 / 27 ←	5 / 14 ← 18 / 44 ← 40 / 11 ↰ 26 12 / 3 ↑	25 / 7 ← 27 11 / 27 → 7 / 17 ↘ 16 / 4 ↱	18 / 72 ← 43 / 11 ↰ 28 72 / 18 → 36 / 9 ↘ 9 / 36 ↱ 11 / 43 ↱
Mid Proj Dwy & G St	**E Proj Dwy & G St**	**Proj Dwy & H St**	**Emp Proj Dwy & H St**
96 / 58 ← 43 / 11 ↰ 29 58 / 96 → 36 / 9 ↘ 9 / 36 ↱ 11 / 43 ↱	87 / 22 ← 51 / 13 ↰ 30 22 / 87 → 36 / 9 ↘ 9 / 36 ↱ 13 / 51 ↱	9 / 36 ↰ 79 / 318 ↰ 318 / 80 ← 40 / 159 ← 31 36 / 9 ↘ 40 / 159 →	40 / 159 ↰ 159 / 40 ↰ 318 / 80 ← 32 40 / 159 →
Marina Pkwy & H St	**Marina Pkwy & Street C**	**Street A & J St**	**PA-A Proj Dwy & G St**
7 / 17 ↰ 7 / 17 ↰ 33 16 / 4 ↑ 16 / 4 ↱	34	31 / 8 ← 35 14 / 34 →	Does not exist

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Project Trip Assignment (No PCE Adjustments)

Figure 4-2b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

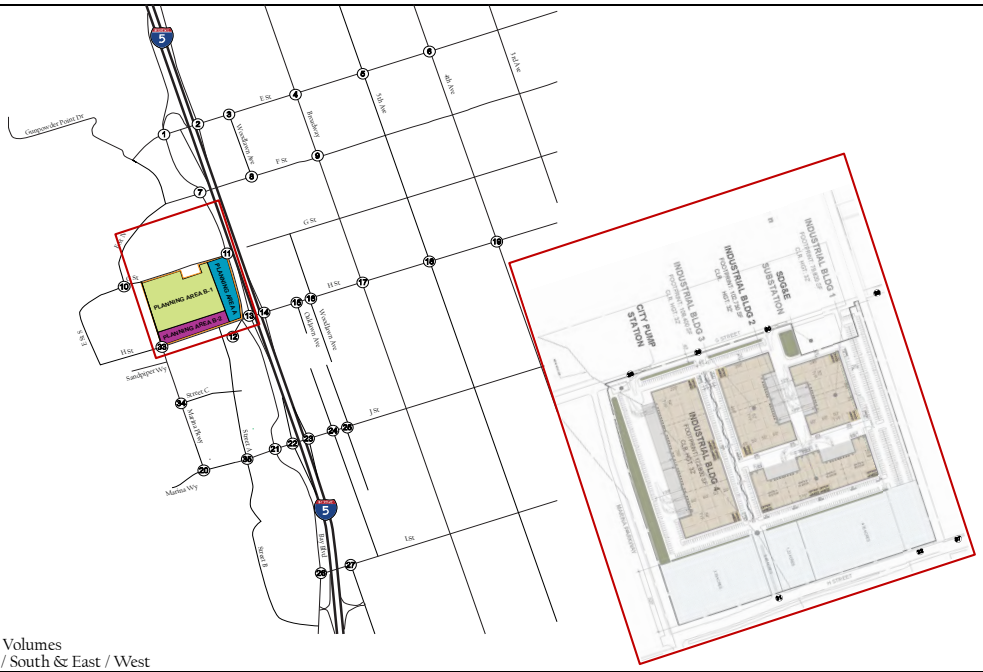
I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1: 2 / 0; 0 / 2	2: 2 / 0; 0 / 2	3: 2 / 0; 0 / 2	4: 2 / 0; 0 / 2
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5	6	7: 2 / 0; 20 / 1; 0 / 2; 3 / 20	8: 20 / 1; 3 / 20
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9: 10 / 0; 4 / 0; 2 / 10; 1 / 4; 1 / 6; 6 / 0	10	11: 34 / 8; 8 / 33	12: 135 / 5; 21 / 136; 7 / 42; 42 / 1

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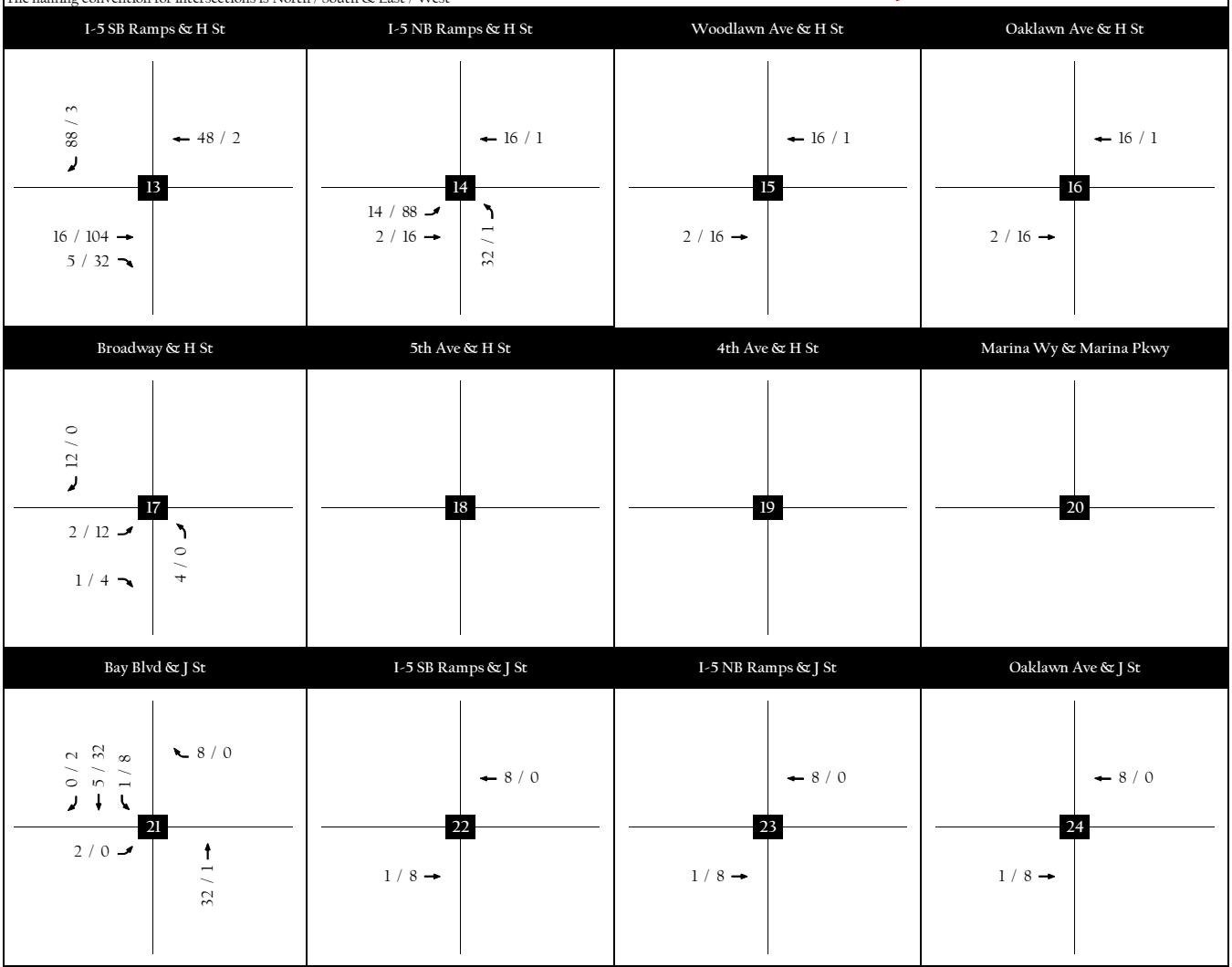
Rohr/Wohl Specific Plan

Planning Level A Project Trip Assignment (No PCE Adjustments)

Figure 7-3



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

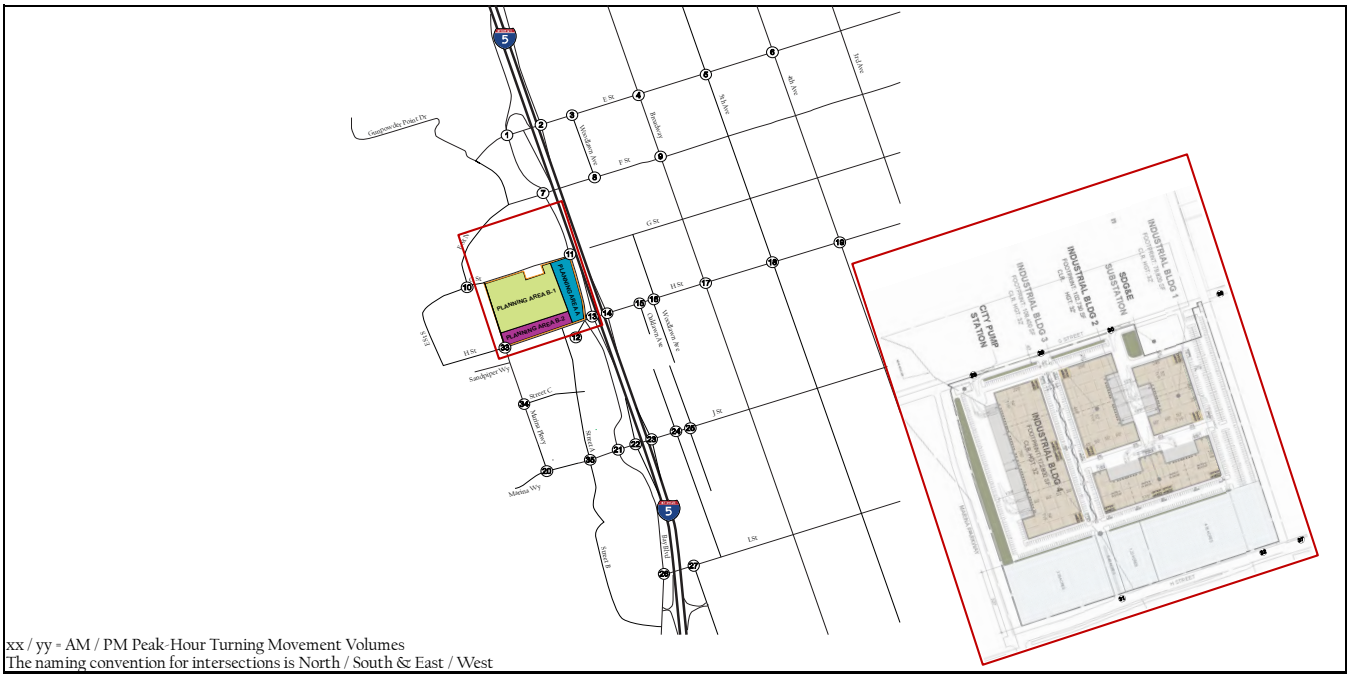


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Rohr/Wohl Specific Plan

Planning Level A Project Trip Assignment (No PCE Adjustments)

Figure 7-3a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
8 / 0 ←	3 / 18 ↓	14 / 0 ←	
25	2 / 14 ↑	27	28
1 / 8 →	14 / 0 ↖	2 / 14 →	
	26		
	18 / 1 ↑		

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	68 / 271 ←	68 / 271 ←
		31	32
		68 / 271 →	68 / 271 →

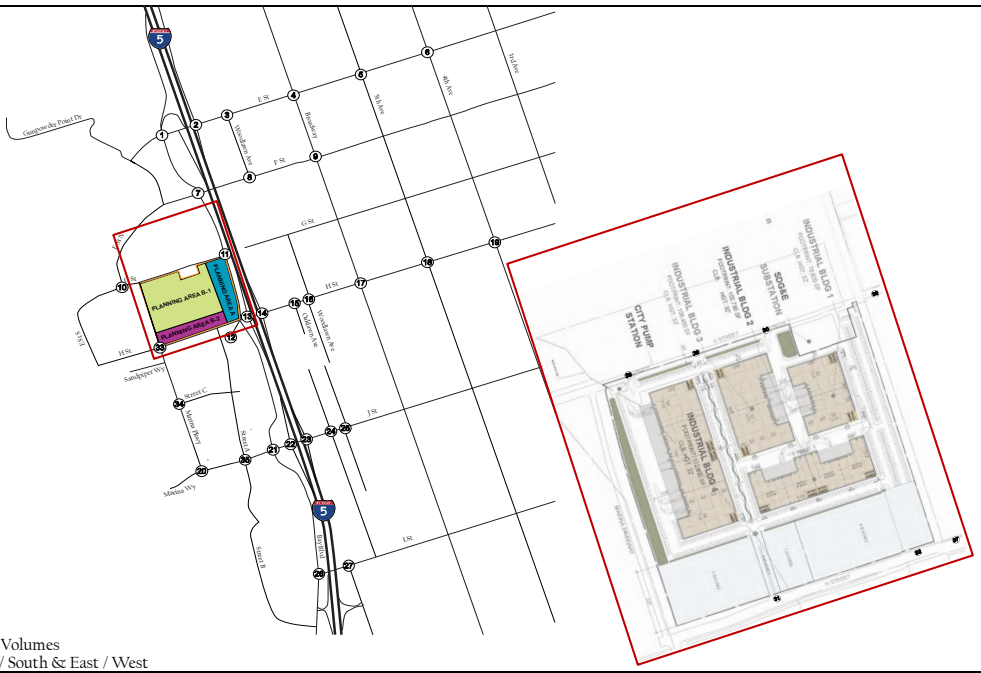
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St	PA-A Proj Dwy & G St
28 / 178 ↙	34	0 / 2 ↙	153 / 39 ↙
33		35	36
		2 / 0 ↖	38 / 152 ↖

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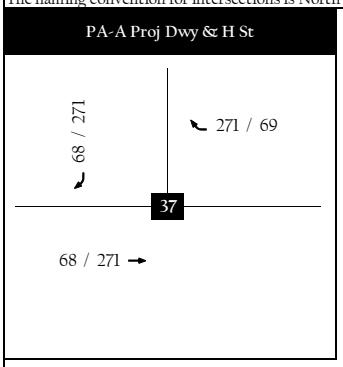
Rohr/Wohl Specific Plan

Planning Level A Project Trip Assignment (No PCE Adjustments)

Figure 7-3b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



MIZUTA TRAFFIC CONSULTING	Rohr/Wohl Specific Plan **Planning Level A Project Trip Assignment (No PCE Adjustments)**	Figure 7-3c



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

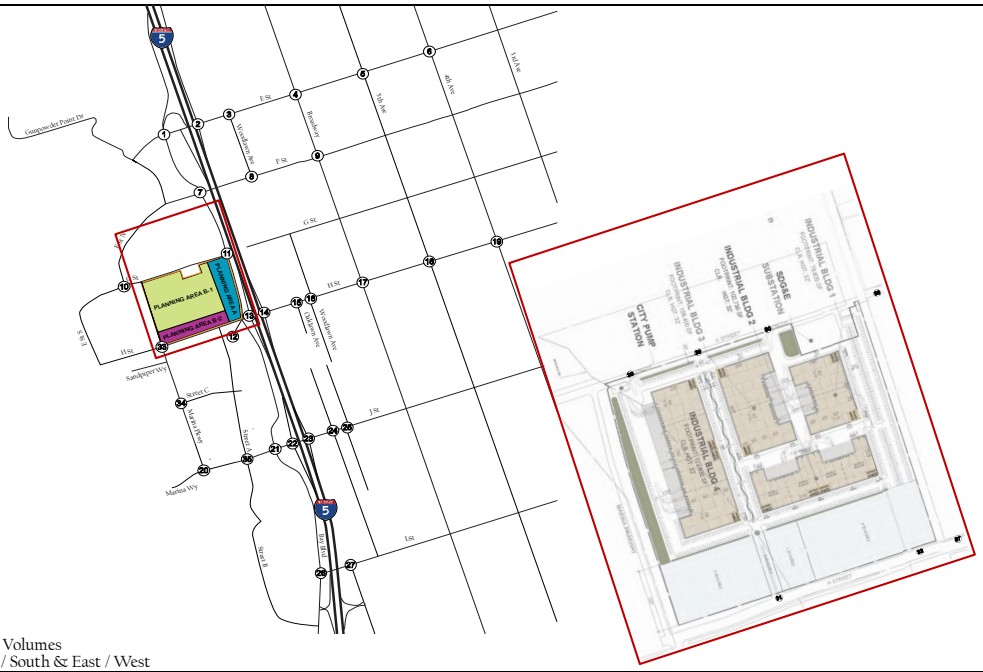
I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1: -1 / 2	2: -1 / 2	3: -1 / 2	4: -1 / 2
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5	6	7: -1 / 2; -5 / 22; 3 / 4	8: -5 / 22; 3 / 4
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9: -3 / 11; -1 / 4; 2 / 2; 1 / 1; 1 / 1; -2 / 6	10	11: 7 / 27; 5 / 16; 16 / 56; 25 / 94	12: -6 / 24; -34 / 146; 20 / 26; 6 / 8; -11 / 45

MIZUTA TRAFFIC CONSULTING

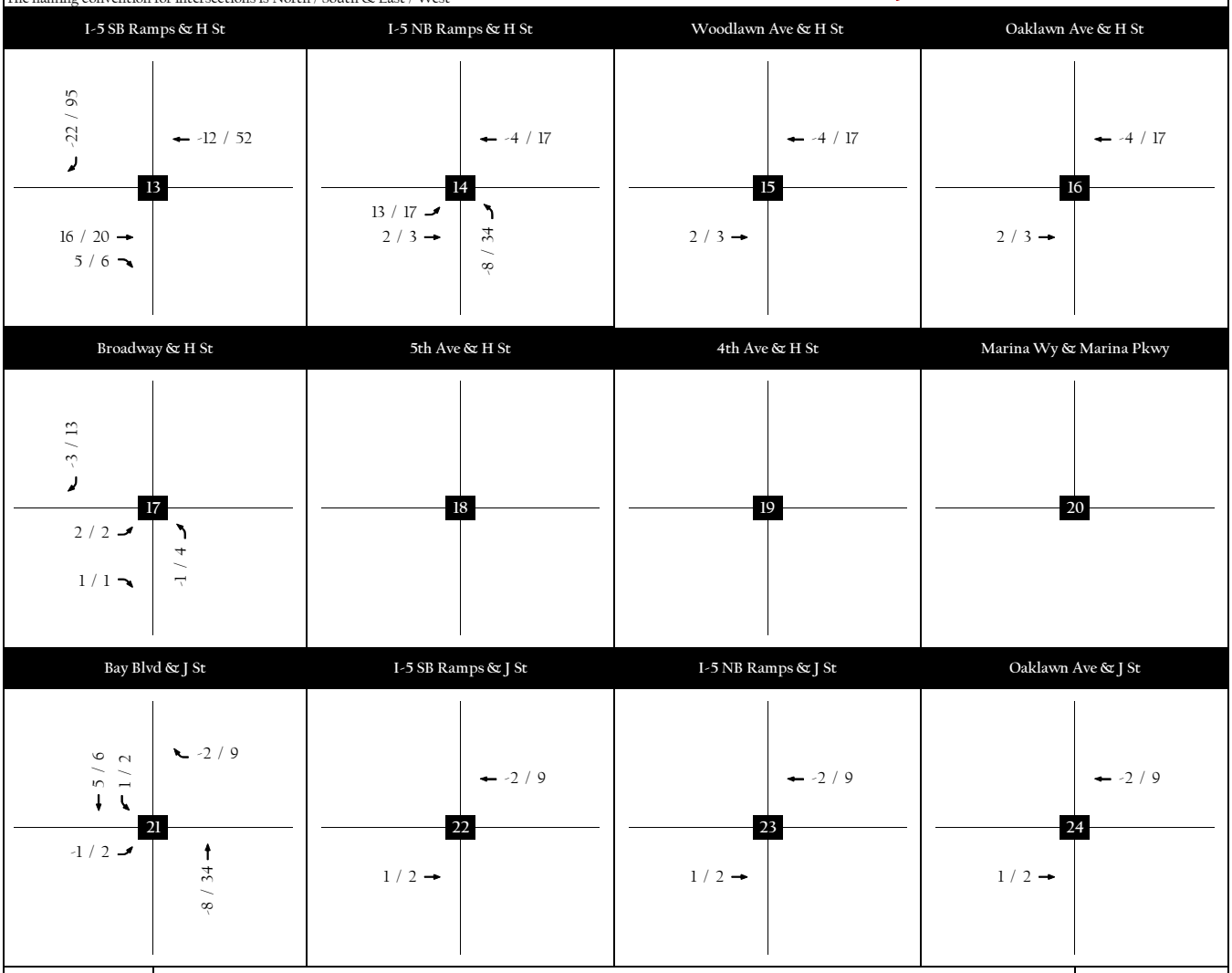
Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Assignment (No PCE Adjustments)

Figure 7-4



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

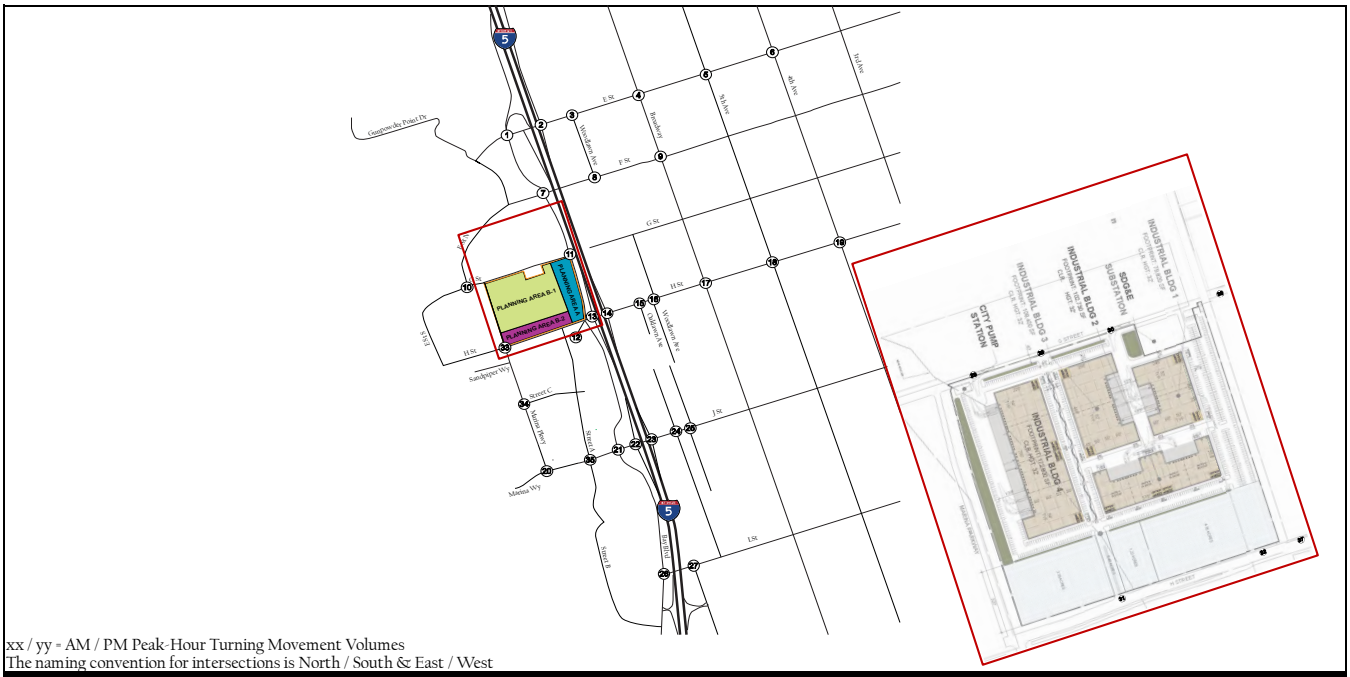


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Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Assignment (No PCE Adjustments)

Figure 7-4a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
25: ← 2 / 9; → 1 / 2	26: ← 3 / 3; ↓ 2 / 3; ↰ 4 / 15; ↑ 5 / 19	27: ← 4 / 15; → 2 / 3	28: ↰ 1 / 4

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29: → 1 / 4; ↰ 2 / 6	30: → 3 / 10; ↰ 2 / 6	31: ↓ 42 / 144; ↰ 64 / 242	32: ← 64 / 242; → 42 / 144

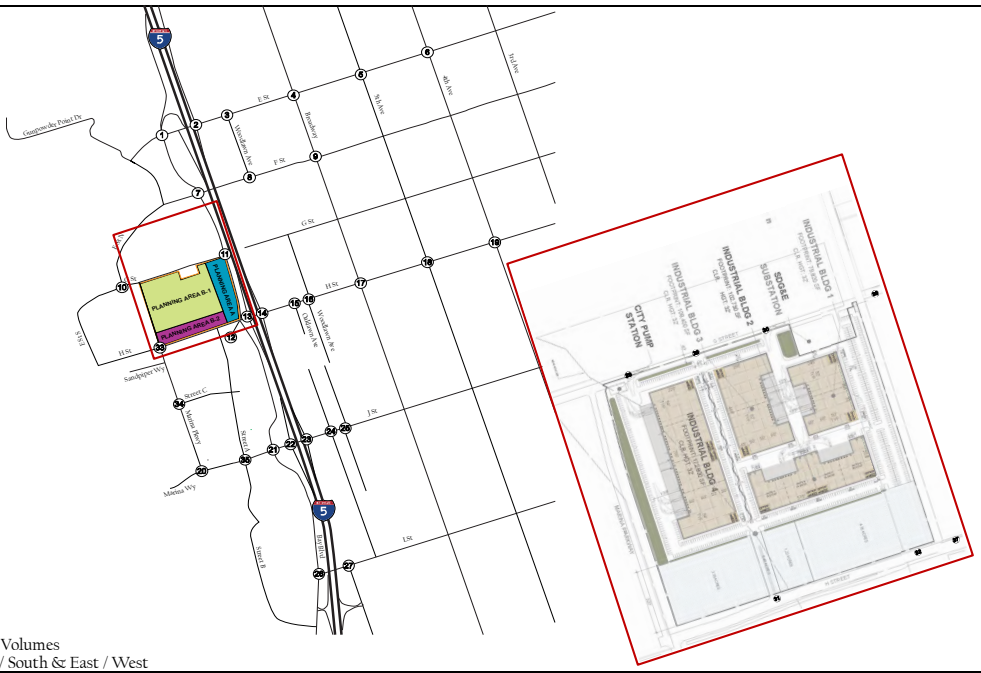
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St	PA-A Proj Dwy & G St
33	34	35: ↰ 1 / 2	36

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Rohr/Wohl Specific Plan

Planning Level B-2 Project Trip Assignment (No PCE Adjustments)

Figure 7-4b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

PA-A Proj Dwy & H St

64 / 242

37

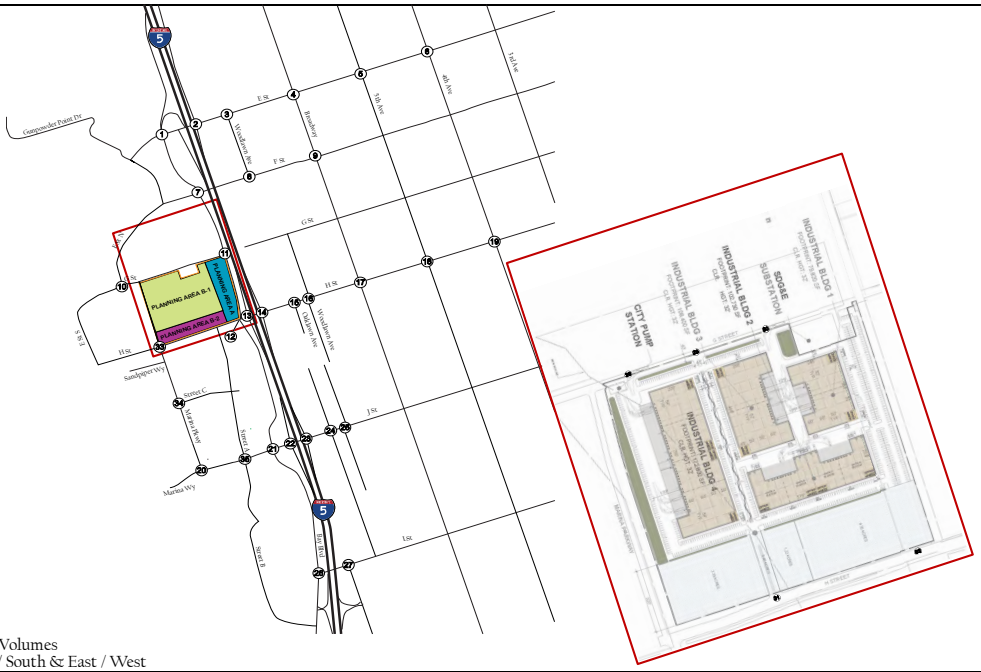
42 / 144

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

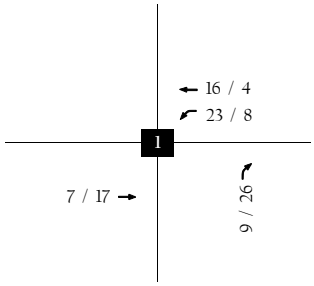
Planning Level B-2 Project Trip Assignment (No PCE Adjustments)

Figure 7-4c

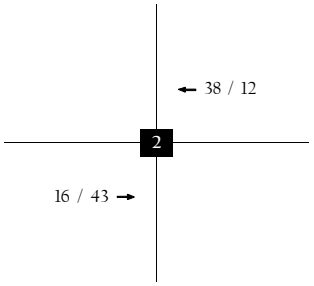


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

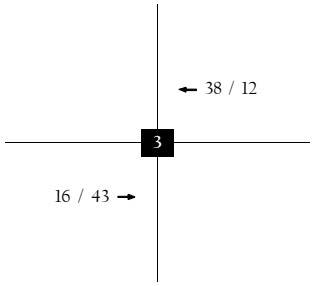
I-5 SB Ramps / Bay Blvd & E St



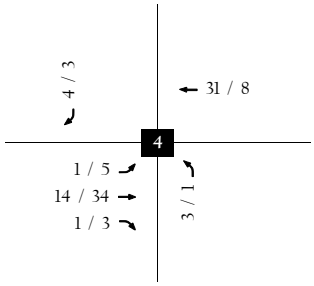
I-5 NB Ramps & E St



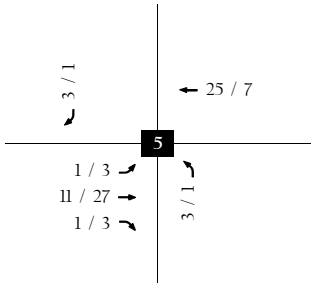
Woodlawn Ave & E St



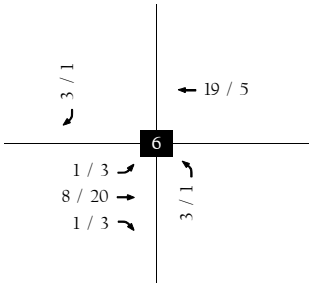
Broadway & E St



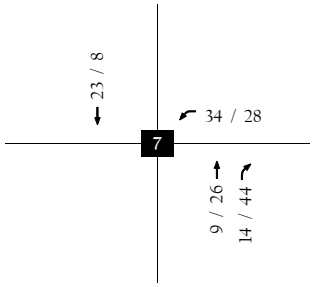
5th Ave & E St



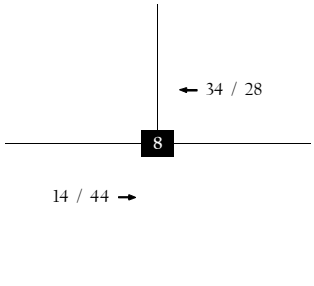
4th Ave & E St



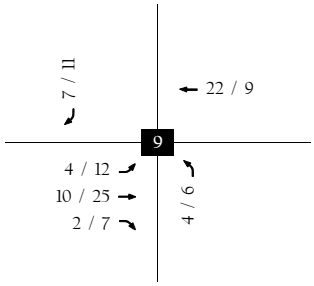
Bay Blvd & F St



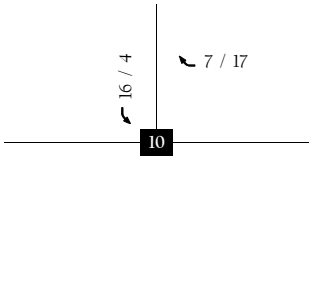
Woodlawn Ave & F St



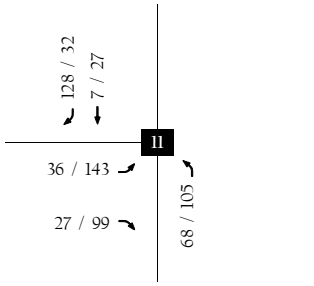
Broadway & F St



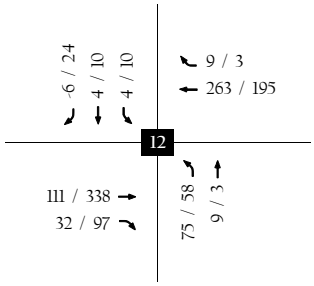
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St

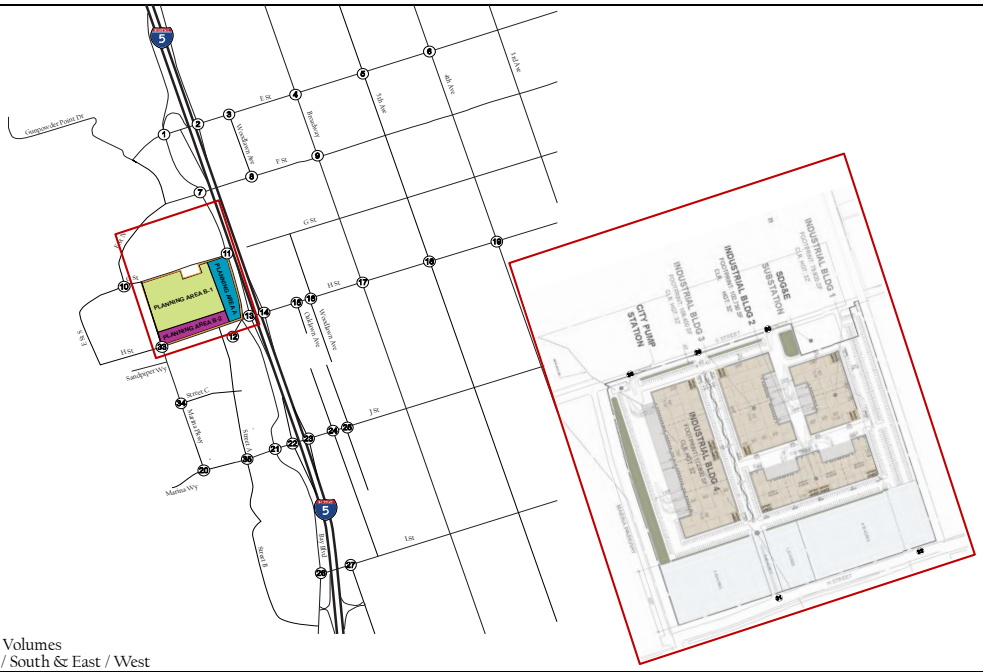


MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Total Project Trip Assignment (No PCE Adjustments)

Figure 7-5



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
147 / 120 ↓	← 56 / 30	← 56 / 30	← 56 / 30
← 126 / 78	13	14	15	16
86 / 259 →	62 / 193 ↓	23 / 66 →	23 / 66 →
30 / 89 ↓	23 / 66 →	71 / 48 ↓		

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
18 / 16 ↓	← 9 / 3	← 9 / 3	← 9 / 3	↓ 31 / 8
← 9 / 3	17	18	19	20	↓ 14 / 34
8 / 24 ↓	4 / 10 →	4 / 10 →	
4 / 10 →	28 / 11 ↓			
13 / 32 ↓			

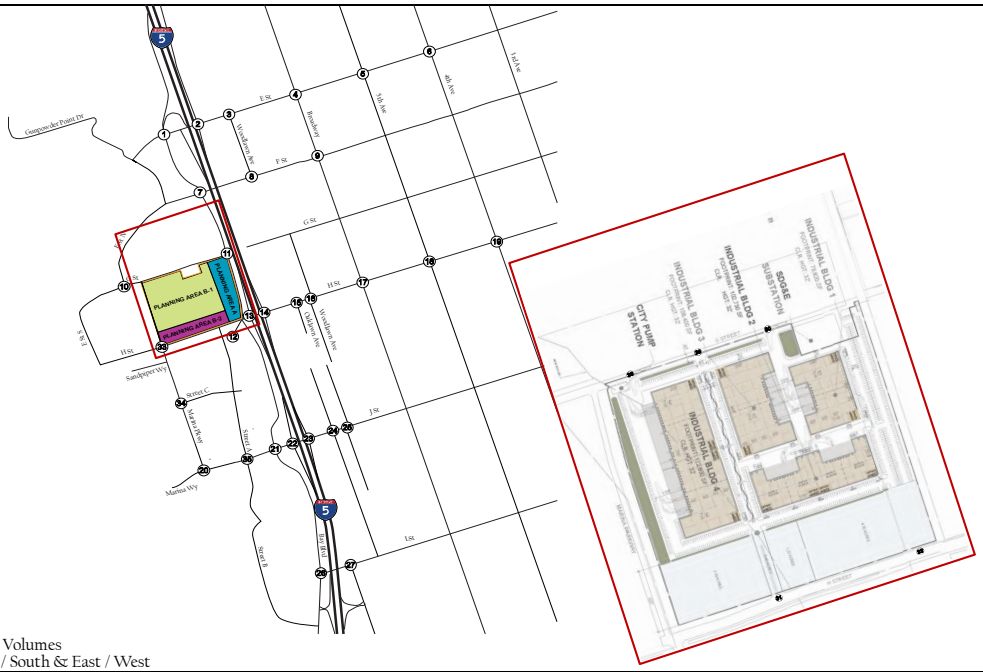
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
0 / 2 ↓	26 / 79 ↓	9 / 27 ↓	← 22 / 13	← 37 / 17	← 31 / 16	← 31 / 16
← 16 / 4	21	22	23	24
1 / 2 ↓	16 / 4 ↓	61 / 45 ↑	13 / 37 →	13 / 37 →	13 / 37 →
7 / 17 →	3 / 7 ↓	6 / 2 ↓	
7 / 17 ↓			

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Total Project Trip Assignment (No PCE Adjustments)

Figure 7-5a



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

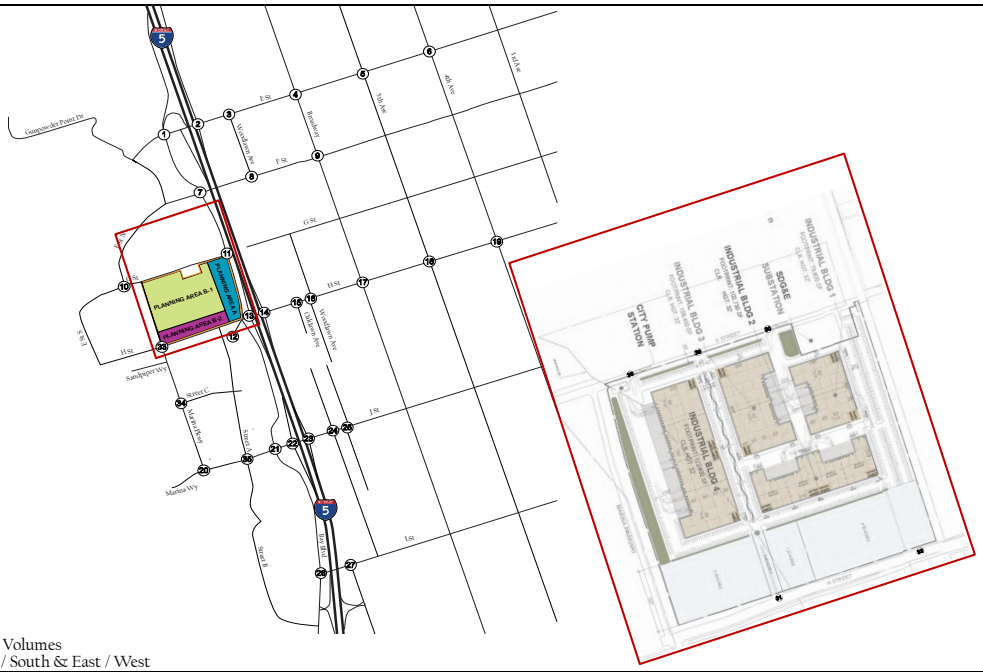
Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
31 / 16 → 25 13 / 37 →	11 / 35 ↓ 22 / 61 ↓ 50 / 26 ← 26 25 / 23 ↑	35 / 22 ← 27 15 / 44 → 7 / 17 ↙ 16 / 4 ↙	18 / 72 ← 43 / 11 ↖ 28 72 / 18 → 36 / 9 ↙ 9 / 36 ↙ 12 / 47 ↙
Mid Proj Dwy & G St	**E Proj Dwy & G St**	**Proj Dwy & H St**	**Emp Proj Dwy & H St**
96 / 58 ← 43 / 11 ↖ 29 59 / 100 → 36 / 9 ↙ 9 / 36 ↙ 13 / 49 ↙	87 / 22 ← 51 / 13 ↖ 30 25 / 97 → 36 / 9 ↙ 9 / 36 ↙ 15 / 57 ↙	9 / 36 ↙ 121 / 462 ↙ 382 / 322 ← 108 / 430 ← 31 36 / 9 ↙ 108 / 430 →	40 / 159 ↙ 159 / 40 ← 450 / 593 ← 32 150 / 574 →
Marina Pkwy & H St	**Marina Pkwy & Street C**	**Street A & J St**	**PA-A Proj Dwy & G St**
7 / 17 ↓ 35 / 195 ↖ 33 16 / 4 ↑ 16 / 4 ↙	34	31 / 8 ← 0 / 2 ↖ 35 14 / 34 → 1 / 2 ↙	137 / 34 ← 153 / 39 ↖ 36 34 / 137 → 38 / 152 ↙

MIZUTA TRAFFIC CONSULTING

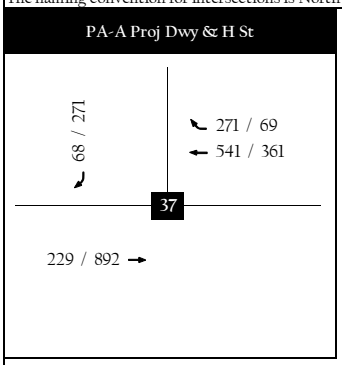
Rohr/Wohl Specific Plan

Total Project Trip Assignment (No PCE Adjustments)

Figure 7-5b



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West



Rohr/Wohl Specific Plan

Total Project Trip Assignment (No PCE Adjustments)

Figure 7-5c

Appendix H

Population Data

Chula Vista Population Growth, 2011-2022

Source: California Department of Finance, Table E-5, Population and Housing Estimates for Cities, Counties, and the Statue
https://dof.ca.gov/forecasting/demographics/estimates/

County	City	Date	Total
San Diego	Chula Vista	1/1/2011	246,947
San Diego	Chula Vista	1/1/2012	251,029
San Diego	Chula Vista	1/1/2013	256,417
San Diego	Chula Vista	1/1/2014	260,177
San Diego	Chula Vista	1/1/2015	262,484
San Diego	Chula Vista	1/1/2016	264,046
San Diego	Chula Vista	1/1/2017	266,427
San Diego	Chula Vista	1/1/2018	268,588
San Diego	Chula Vista	1/1/2019	271,362
San Diego	Chula Vista	1/1/2020	273,384
San Diego	Chula Vista	1/1/2021	276,922
San Diego	Chula Vista	1/1/2022	276,785

Total Growth, 2011-2022 (12 Years)	29,838
Percentage Change, 2011-2022	12%
Average Annual Growth	1%

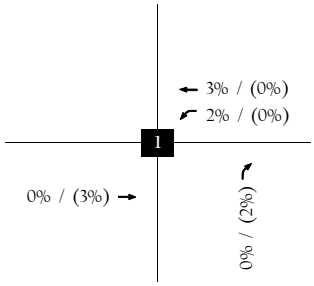
Appendix I

Cumulative Projects

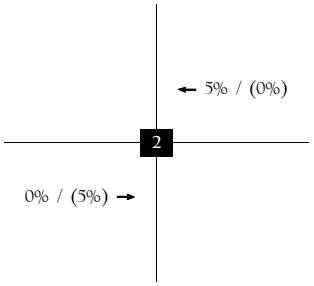


xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

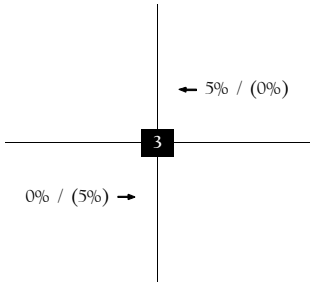
I-5 SB Ramps / Bay Blvd & E St



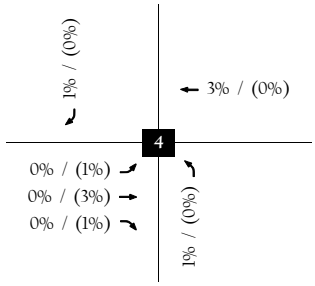
I-5 NB Ramps & E St



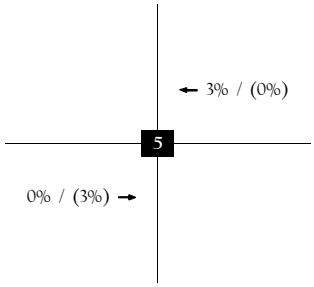
Woodlawn Ave & E St



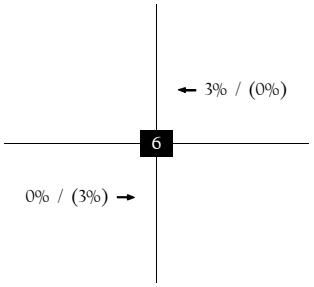
Broadway & E St



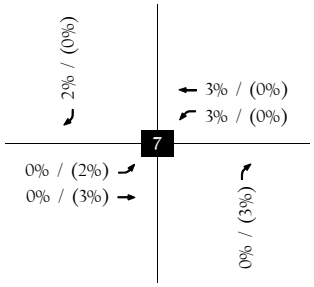
5th Ave & E St



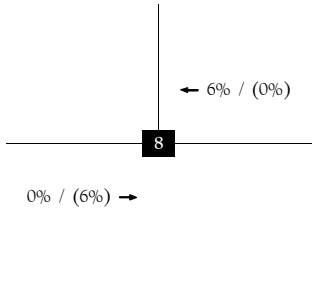
4th Ave & E St



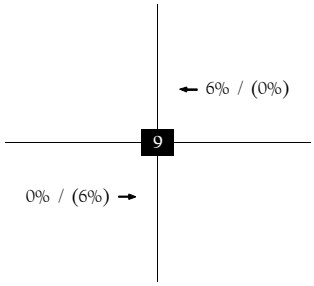
Bay Blvd & F St



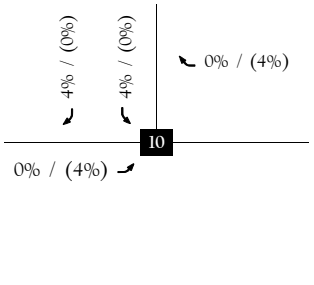
Woodlawn Ave & F St



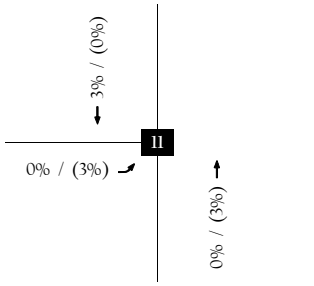
Broadway & F St



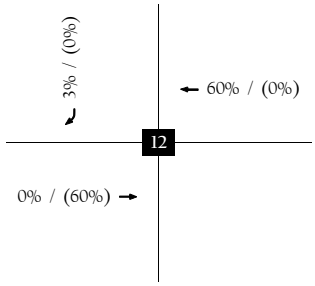
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St



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Rohr/Wohl Specific Plan

Gaylord Trip Distribution

Figure C1D



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
36% / (0%) ↓ ← 24% / (0%) 13 0% / (24%) → 0% / (15%) ↘	← 9% / (0%) 14 0% / (36%) ↙ 0% / (9%) → 15% / (0%) ↘	← 9% / (0%) 15 0% / (9%) →	← 9% / (0%) 16 0% / (9%) →

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
2% / (0%) ↓ ← 4% / (0%) 17 0% / (2%) ↙ 0% / (4%) → 0% / (3%) ↘ 3% / (0%) ↘	← 4% / (0%) 18 0% / (4%) →	← 4% / (0%) 19 0% / (4%) →	0% / (29%) ↓ ↙ 29% / (0%) 20

Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
← 16% / (0%) 21 0% / (16%) → 0% / (13%) ↘ 13% / (0%) ↘	← 16% / (0%) 22 0% / (11%) → 0% / (5%) ↘	← 11% / (0%) 23 0% / (11%) → 5% / (0%) ↘	← 11% / (0%) 24 0% / (11%) →

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

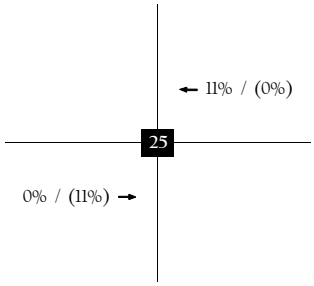
Gaylord Trip Distribution

Figure C1Da

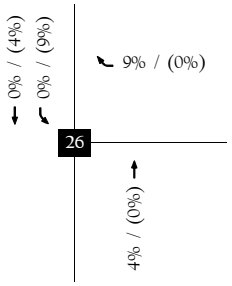


xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

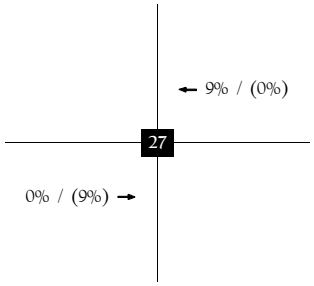
Broadway & J St



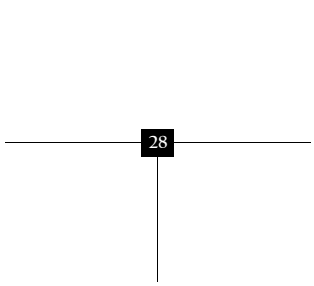
Bay Blvd & L St



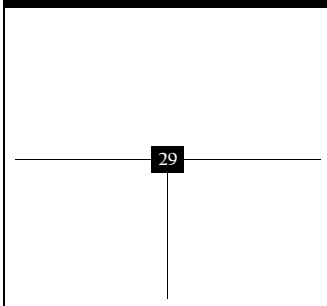
Industrial Blvd & L St



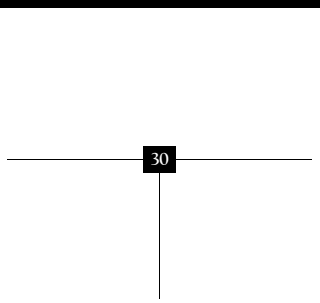
W Proj Dwy & G St



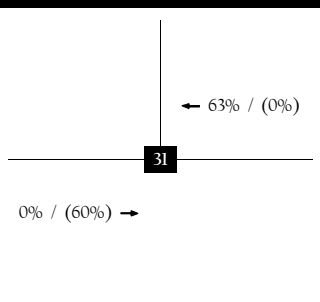
Mid Proj Dwy & G St



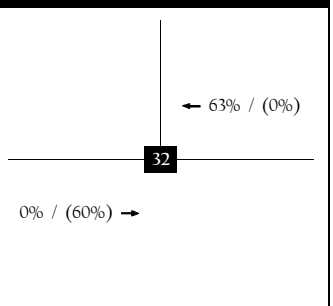
E Proj Dwy & G St



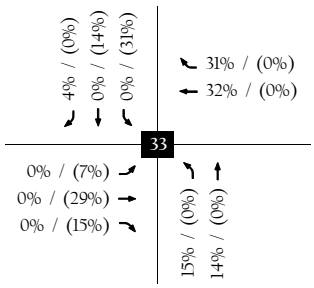
Proj Dwy & H St



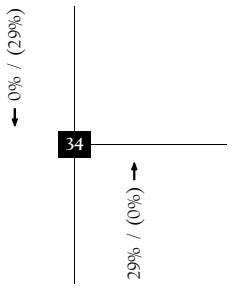
Emp Proj Dwy & H St



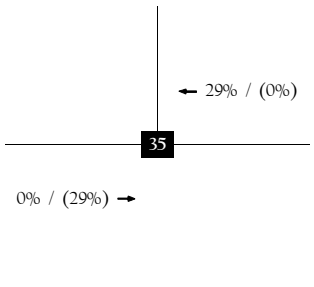
Marina Pkwy & H St



Marina Pkwy & Street C



Street A & J St



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Rohr/Wohl Specific Plan

Gaylord Trip Distribution

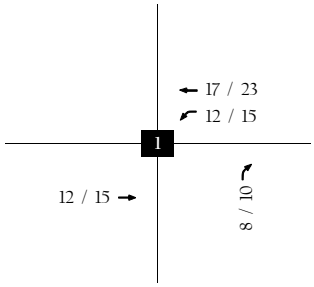
Figure C1Db



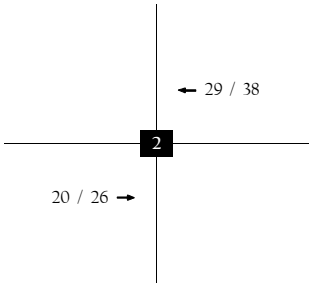
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

★ Cumulative Project

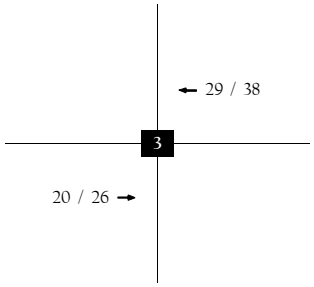
I-5 SB Ramps / Bay Blvd & E St



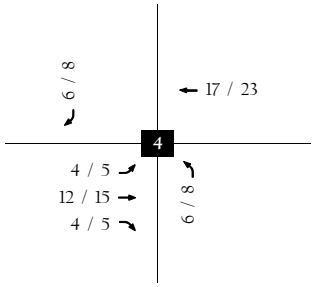
I-5 NB Ramps & E St



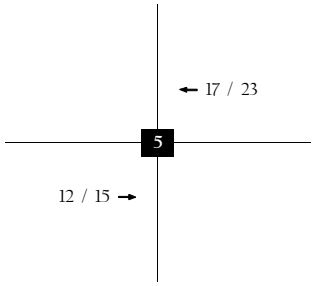
Woodlawn Ave & E St



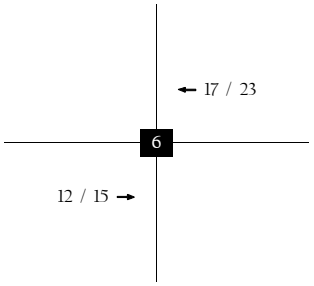
Broadway & E St



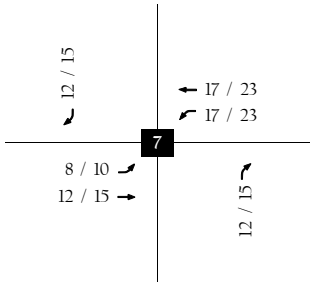
5th Ave & E St



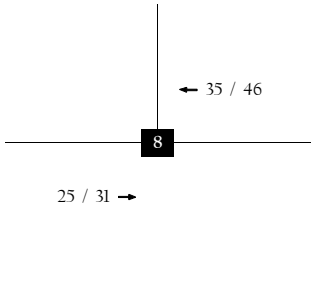
4th Ave & E St



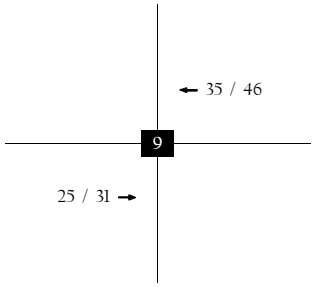
Bay Blvd & F St



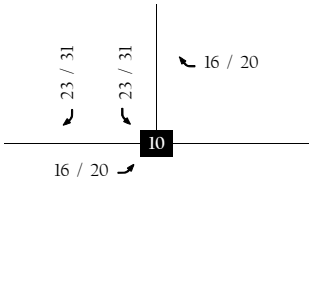
Woodlawn Ave & F St



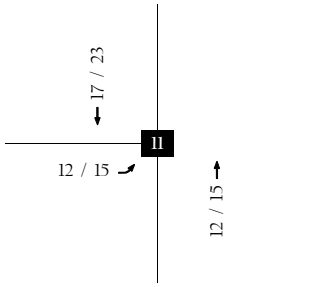
Broadway & F St



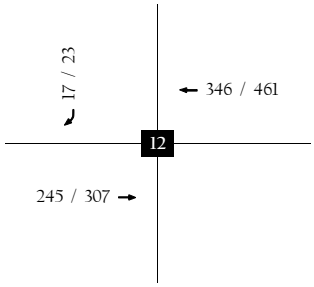
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St



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Rohr/Wohl Specific Plan

Gaylord Trip Assignment

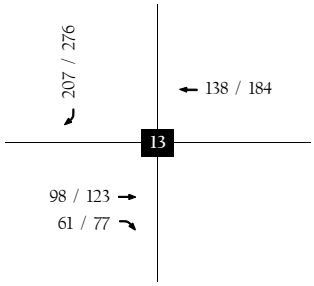
Figure C1A



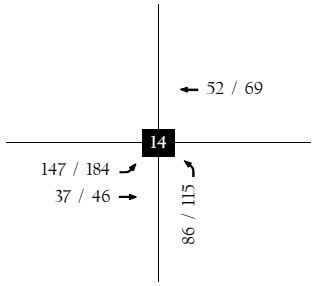
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

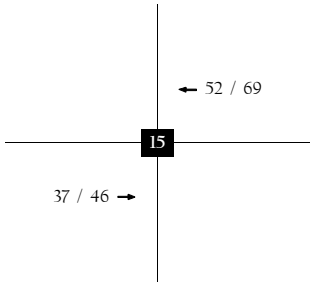
I-5 SB Ramps & H St



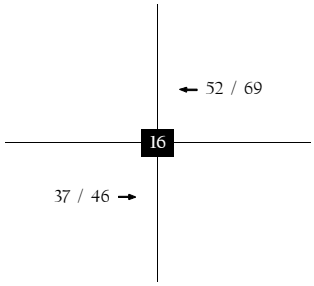
I-5 NB Ramps & H St



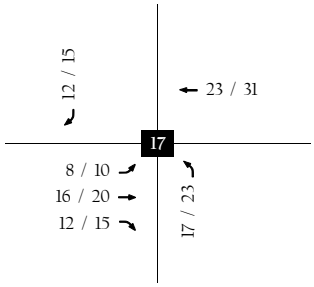
Woodlawn Ave & H St



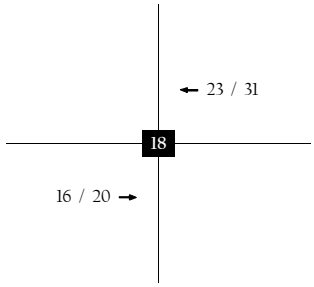
Oaklawn Ave & H St



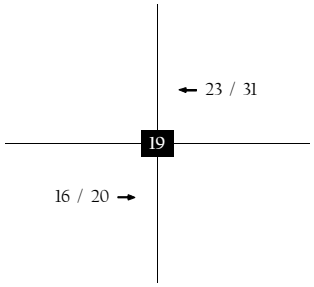
Broadway & H St



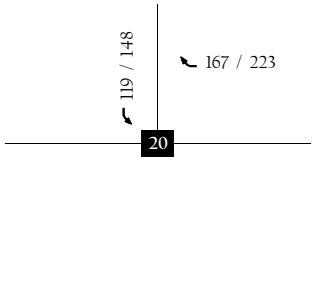
5th Ave & H St



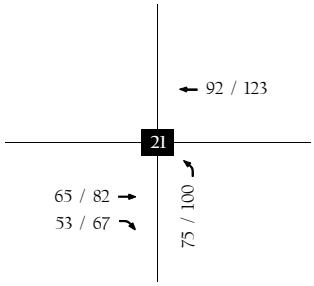
4th Ave & H St



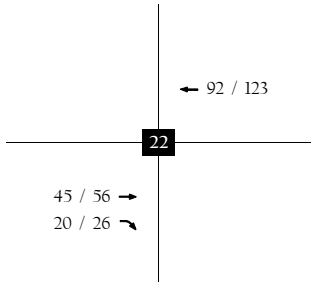
Marina Wy & Marina Pkwy



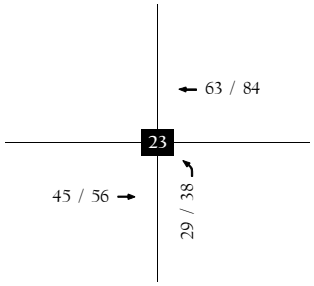
Bay Blvd & J St



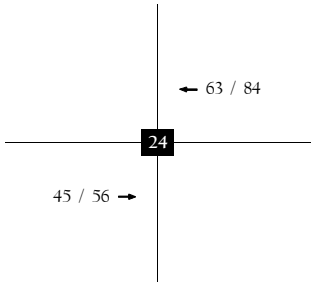
I-5 SB Ramps & J St



I-5 NB Ramps & J St



Oaklawn Ave & J St



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Rohr/Wohl Specific Plan

Gaylord Trip Assignment

Figure C1Aa



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
63 / 84 ←	16 / 20 ↓	52 / 69 ←	
25	37 / 46 ↓	27	28
45 / 56 →	52 / 69 ↰	37 / 46 →	
	23 / 31 ↑		
	26		

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
		363 / 484 ←	363 / 484 ←
29	30	31	32
		245 / 307 →	245 / 307 →

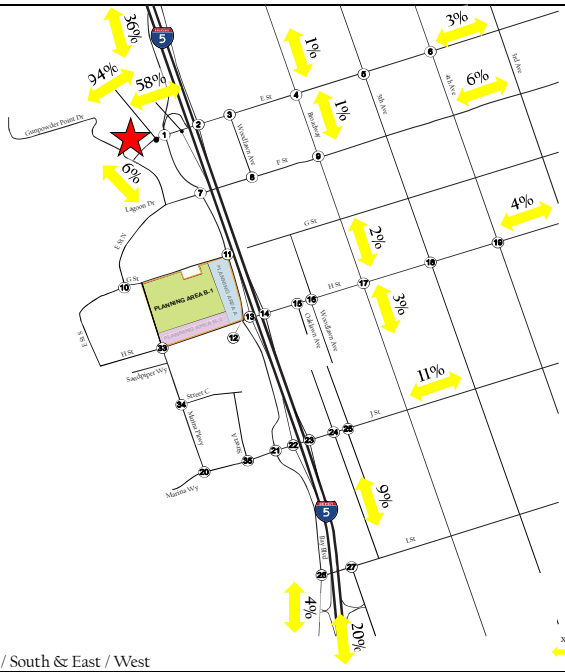
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
23 / 31 ↰	119 / 148 ↓	167 / 223 ←
57 / 72 ↓		
127 / 159 ↰		
179 / 238 ←		
184 / 246 ←		
33	34	35
29 / 36 ↰		119 / 148 →
119 / 148 →		
61 / 77 ↰		
86 / 115 ↰	167 / 223 ↑	
81 / 108 ↑		

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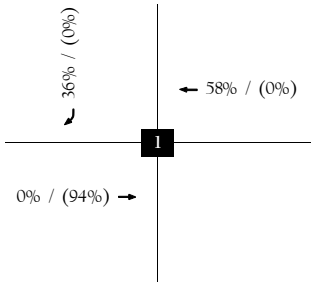
Gaylord Trip Assignment

Figure C1Ab

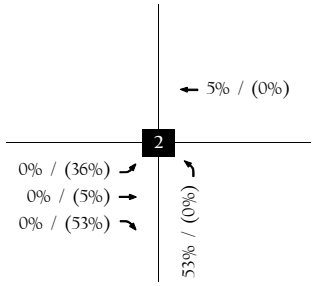


xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

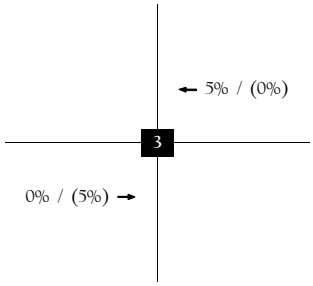
I-5 SB Ramps / Bay Blvd & E St



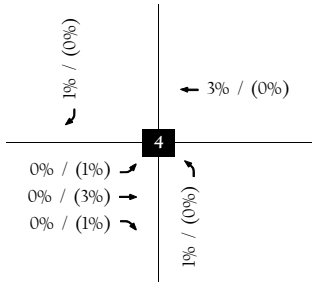
I-5 NB Ramps & E St



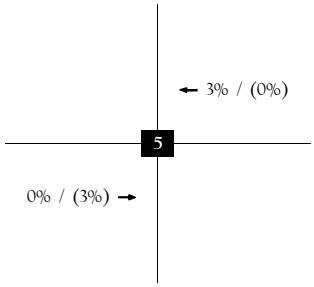
Woodlawn Ave & E St



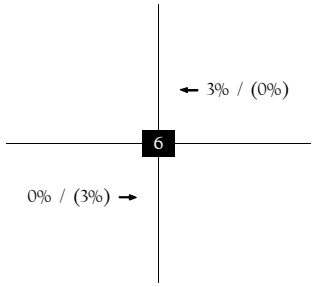
Broadway & E St



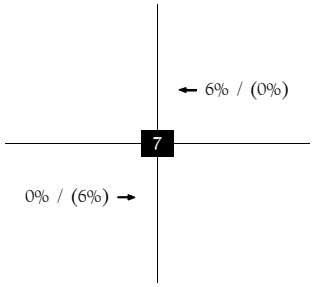
5th Ave & E St



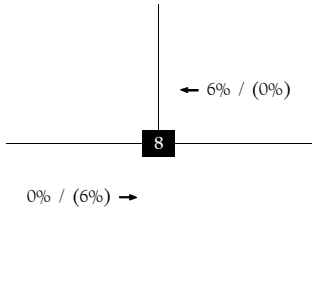
4th Ave & E St



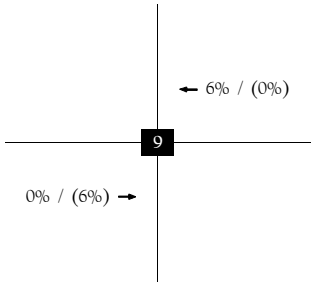
Bay Blvd & F St



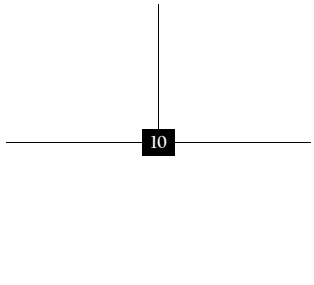
Woodlawn Ave & F St



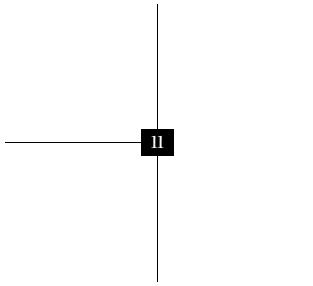
Broadway & F St



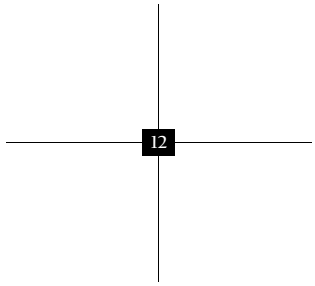
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St

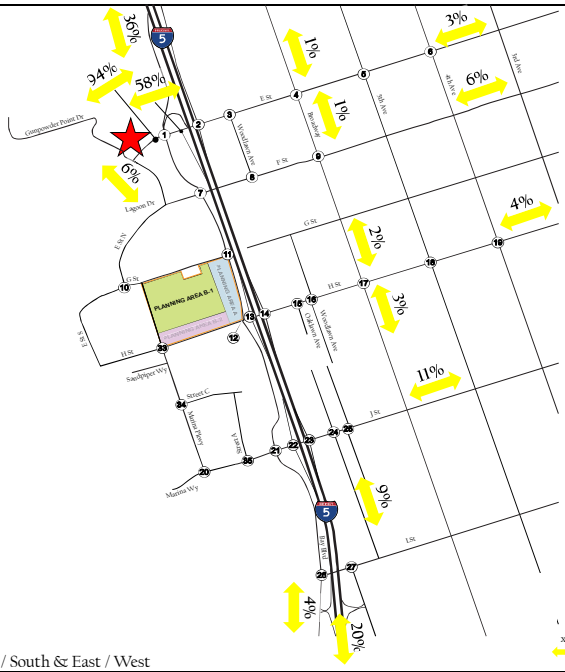


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Rohr/Wohl Specific Plan

Sun Communities RV Park Phase II Trip Distribution

Figure C2D



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
0% / (9%) ↓ 13	9% / (0%) ↓ 14 0% / (9%) →	9% / (0%) ← 15 0% / (9%) →	9% / (0%) ← 16 0% / (9%) →

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
2% / (0%) ↓ 4% / (0%) ← 17 0% / (2%) ↓ 0% / (4%) → 0% / (3%) ↓ 3% / (0%) ↓	4% / (0%) ← 18 0% / (4%) →	4% / (0%) ← 19 0% / (4%) →	20

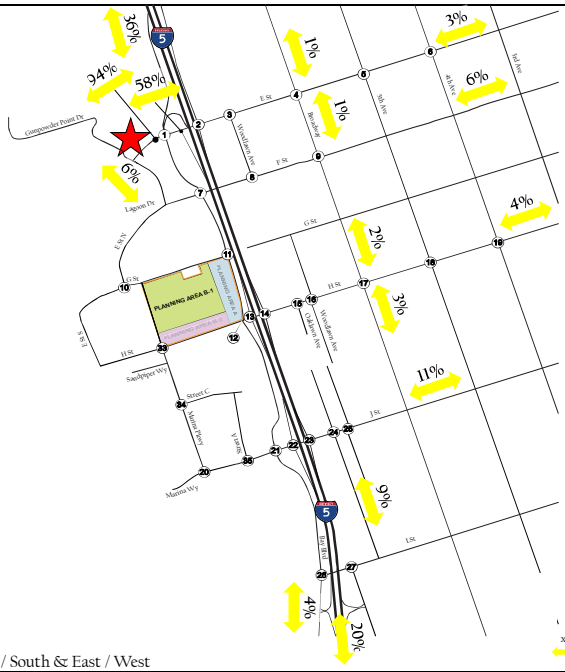
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
0% / (4%) ↓ 21 4% / (0%) ↓	0% / (4%) ↓ 0% / (20%) ↓ 22 4% / (0%) →	20% / (0%) ↓ 23 4% / (0%) ↓ 0% / (20%) →	11% / (0%) ← 24 0% / (11%) → 0% / (9%) ↓ 9% / (0%) ↓

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Rohr/Wohl Specific Plan

Sun Communities RV Park Phase II Trip Distribution

Figure C2Da



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
← 11% / (0%) 25 0% / (11%) →	0% / (4%) ↓ 26 ↑ (0%) / 4%	27	28

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	31	32

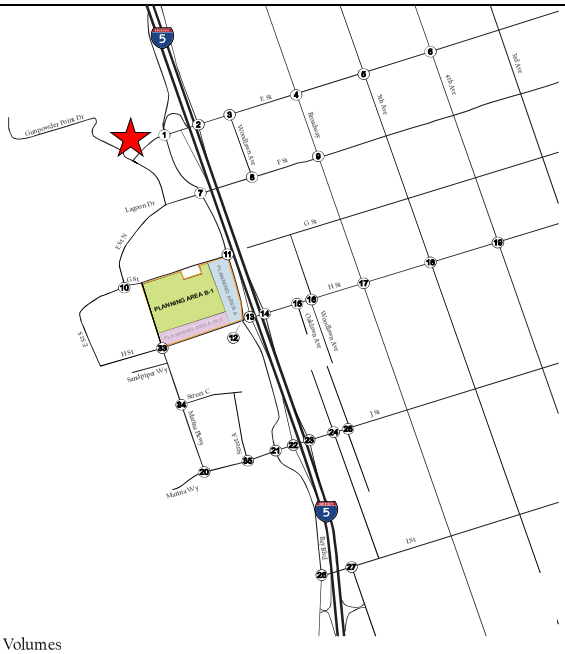
Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
33	34	35

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Rohr/Wohl Specific Plan

Sun Communities RV Park Phase II Trip Distribution

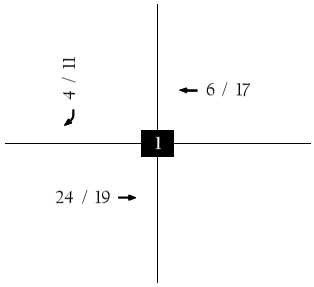
Figure C2Db



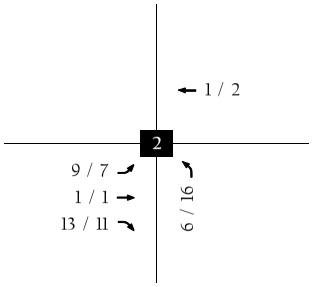
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

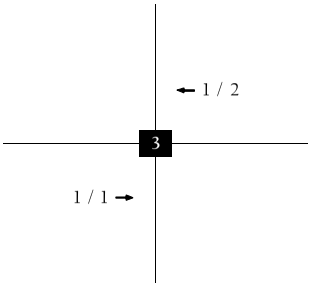
I-5 SB Ramps / Bay Blvd & E St



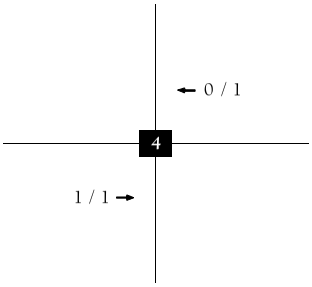
I-5 NB Ramps & E St



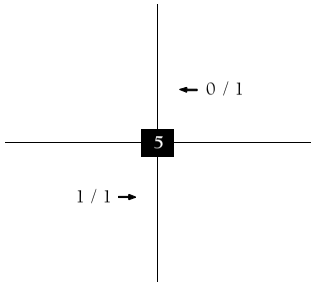
Woodlawn Ave & E St



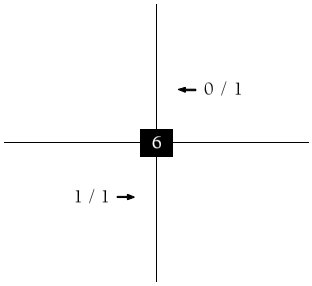
Broadway & E St



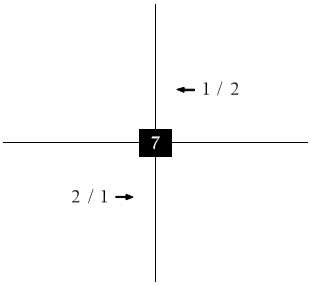
5th Ave & E St



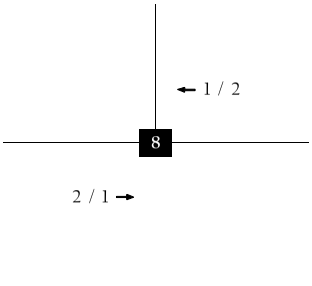
4th Ave & E St



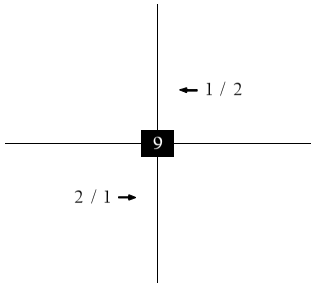
Bay Blvd & F St



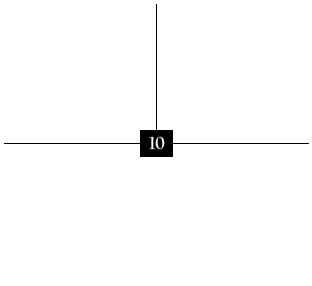
Woodlawn Ave & F St



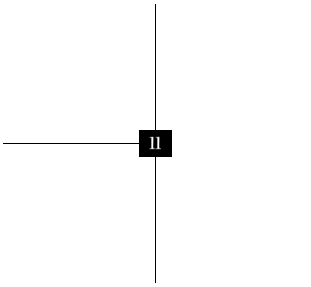
Broadway & F St



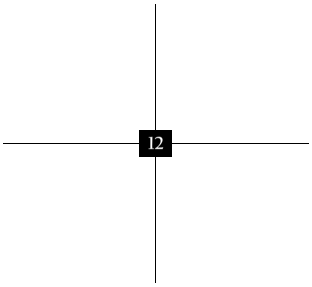
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St

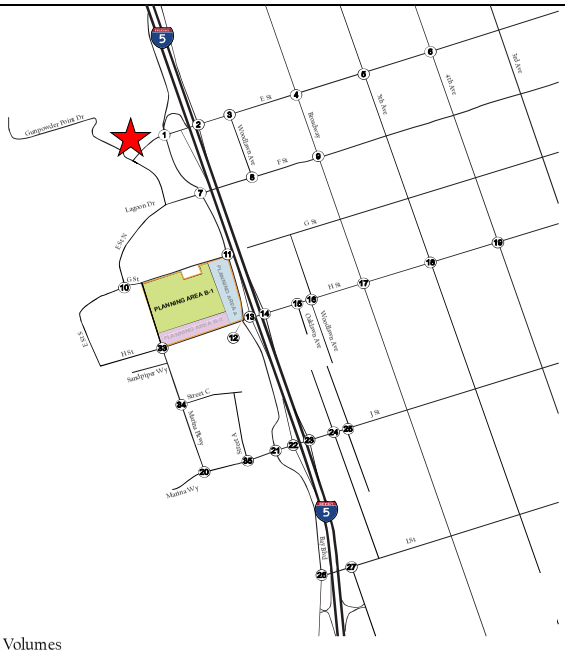


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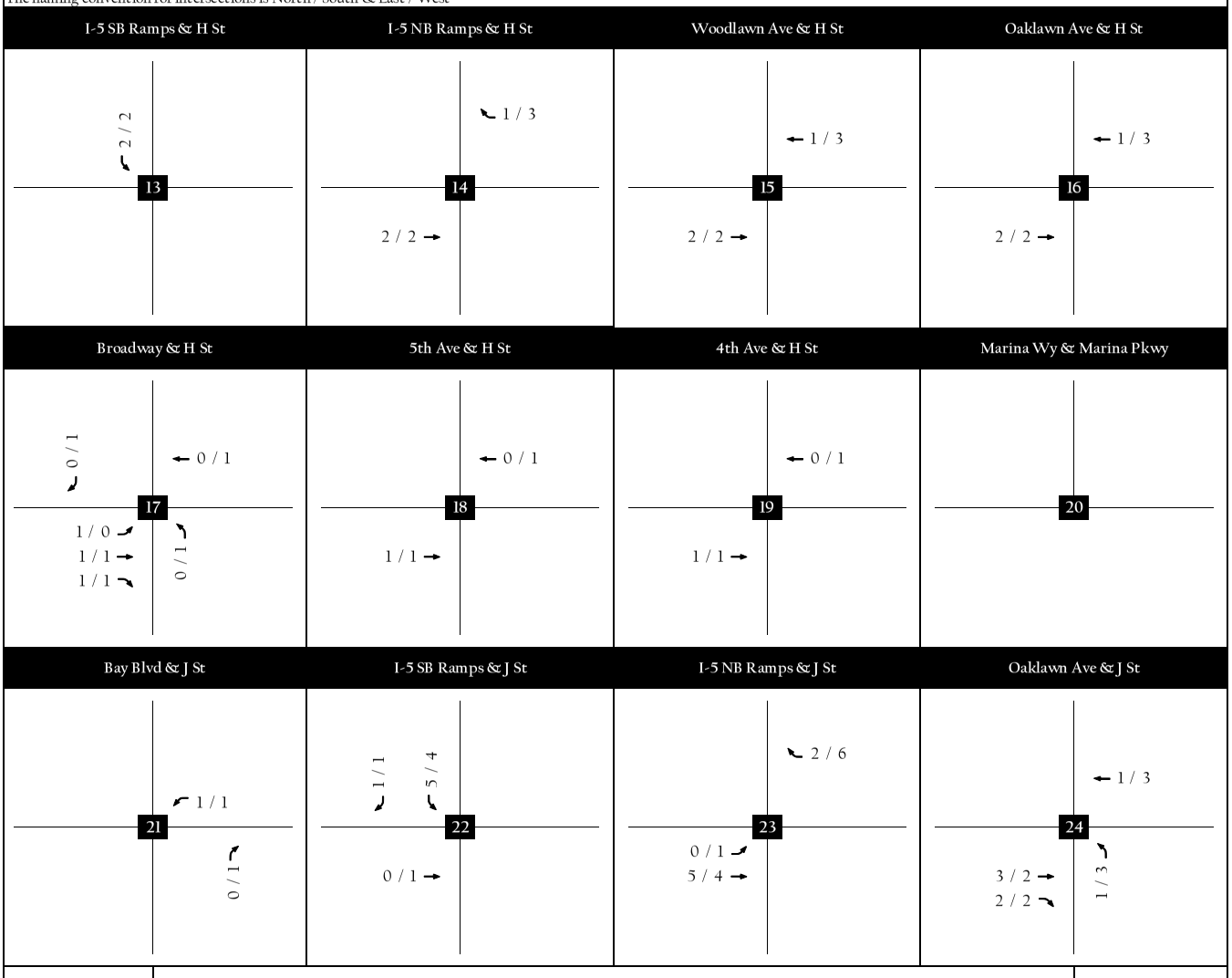
Sun Communities RV Park Phase II Trip Assignment

Figure C2A



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

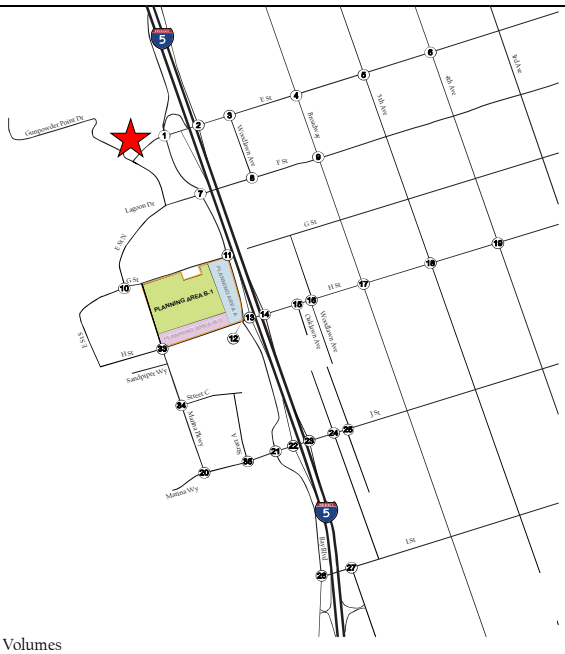


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Sun Communities RV Park Phase II Trip Assignment

Figure C2Aa



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
← 1 / 3 25 3 / 2 →	1 / 1 ↓ 26 ↑ 0 / 1	27	28

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	31	32

Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
33	34	35

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Rohr/Wohl Specific Plan

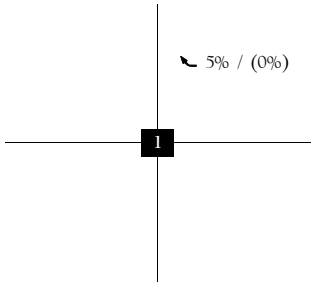
Sun Communities RV Park Phase II Trip Assignment

Figure C2Ab

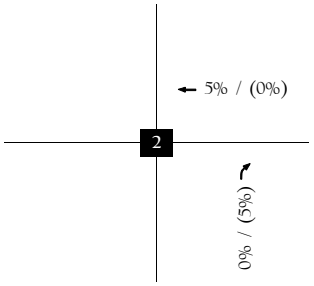


xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

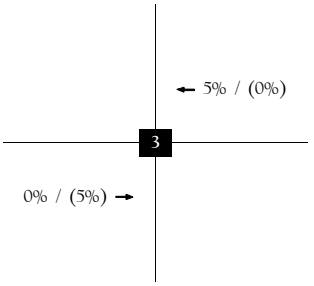
I-5 SB Ramps / Bay Blvd & E St



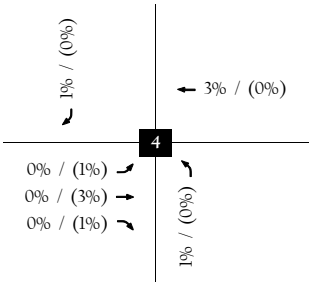
I-5 NB Ramps & E St



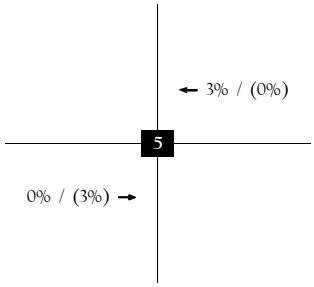
Woodlawn Ave & E St



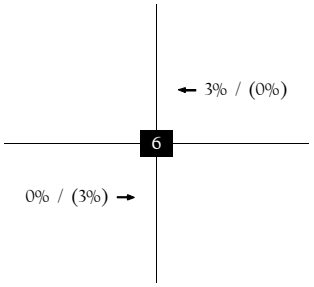
Broadway & E St



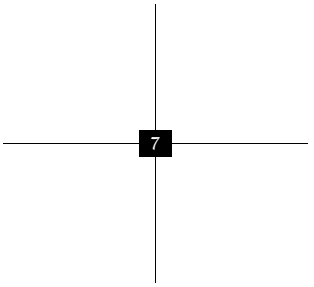
5th Ave & E St



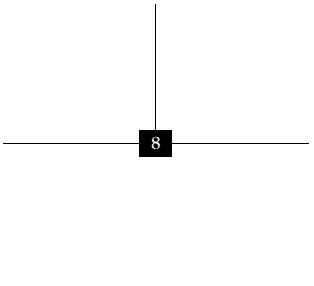
4th Ave & E St



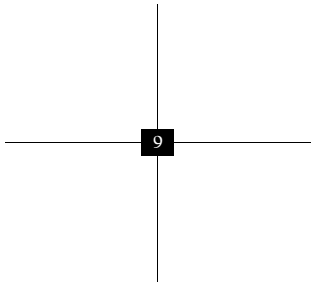
Bay Blvd & F St



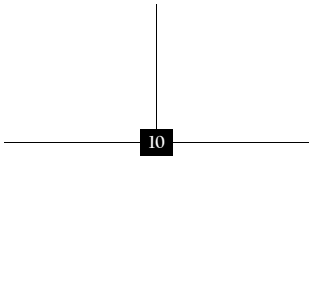
Woodlawn Ave & F St



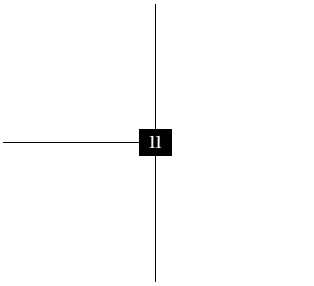
Broadway & F St



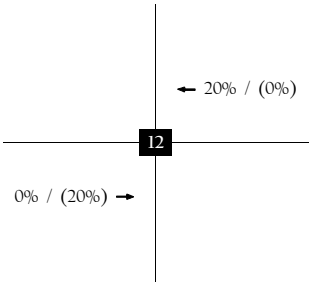
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St



MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Amara Bay Trip Distribution

Figure C3D



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
5% / (0%) ↓ ← 15% / (0%) 13 0% / (20%) →	← 15% / (0%) 14 0% / (5%) ↓ 0% / (15%) →	← 15% / (0%) 15 0% / (15%) →	← 15% / (0%) 16 0% / (15%) →
Broadway & H St	**5th Ave & H St**	**4th Ave & H St**	**Marina Wy & Marina Pkwy**
2% / (0%) ↓ ← 10% / (0%) 17 0% / (2%) ↓ 0% / (10%) → 0% / (3%) ↘ 3% / (0%) ↓	← 10% / (0%) 18 0% / (10%) →	6% / (0%) ↓ ← 4% / (0%) 19 0% / (6%) ↓ 0% / (4%) →	5% / (40%) ↓ 40% / (5%) ↙ 20
Bay Blvd & J St	**I-5 SB Ramps & J St**	**I-5 NB Ramps & J St**	**Oaklawn Ave & J St**
← 67% / (0%) 21 0% / (67%) → 0% / (13%) ↘ 13% / (0%) ↓	36% / (0%) ↓ ← 31% / (0%) 22 0% / (36%) → 0% / (20%) ↘	← 11% / (0%) 23 0% / (36%) ↓ 0% / (11%) → 20% / (0%) ↓	← 11% / (0%) 24 0% / (11%) →

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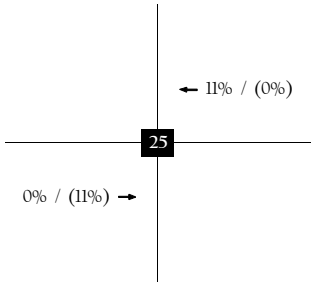
Amara Bay Trip Distribution

Figure C3Da

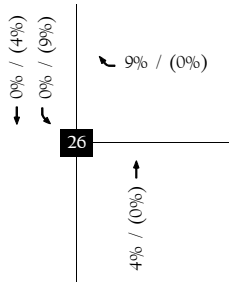


xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

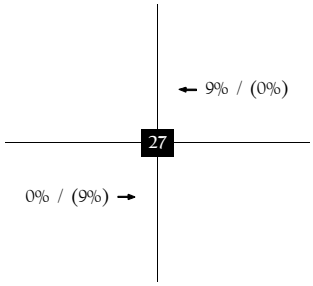
Broadway & J St



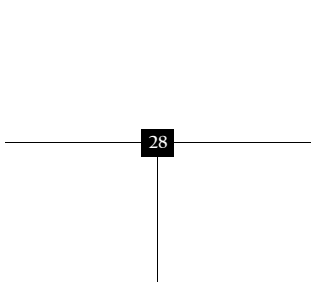
Bay Blvd & L St



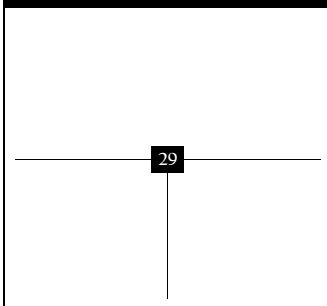
Industrial Blvd & L St



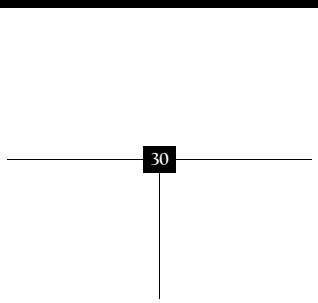
W Proj Dwy & G St



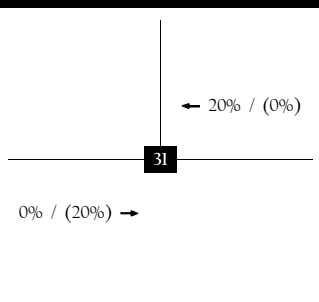
Mid Proj Dwy & G St



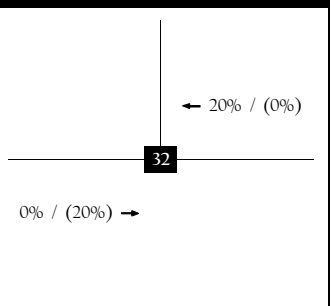
E Proj Dwy & G St



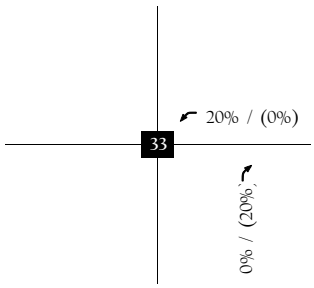
Proj Dwy & H St



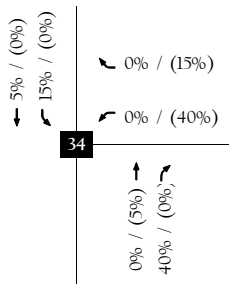
Emp Proj Dwy & H St



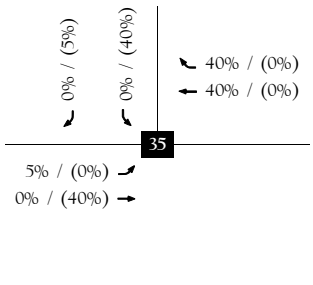
Marina Pkwy & H St



Marina Pkwy & Street C



Street A & J St



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Amara Bay Trip Distribution

Figure C3Db



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
1 7 / 28	2 7 / 28 29 / 12	3 7 / 28 29 / 12	4 1 / 6 4 / 17 6 / 2 17 / 7 6 / 2 1 / 6
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
5 4 / 17 17 / 7	6 4 / 17 17 / 7	7	8
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
9	10	11	12 29 / 113 115 / 49

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Amara Bay Trip Assignment

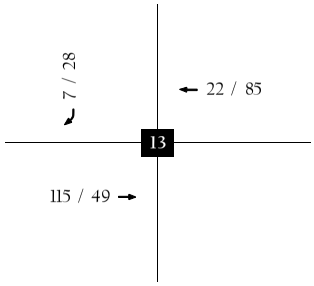
Figure C3A



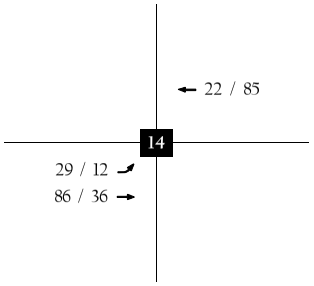
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

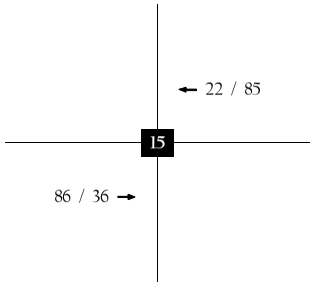
I-5 SB Ramps & H St



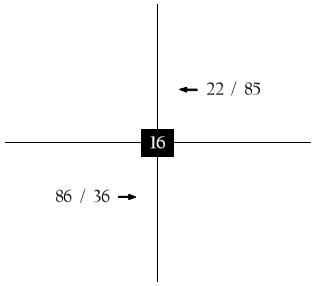
I-5 NB Ramps & H St



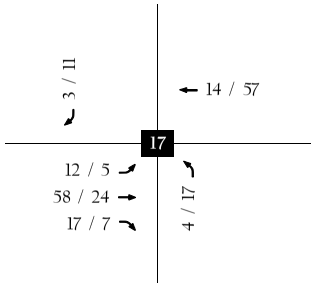
Woodlawn Ave & H St



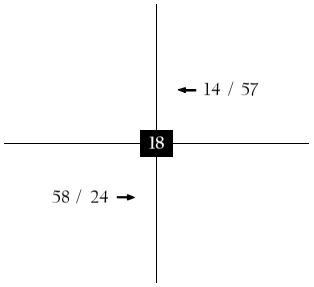
Oaklawn Ave & H St



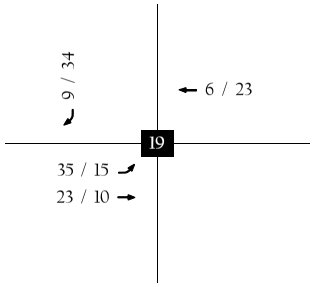
Broadway & H St



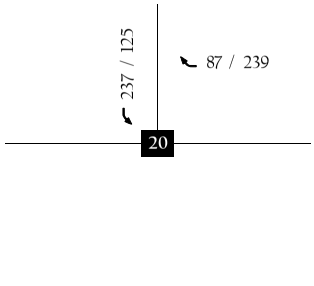
5th Ave & H St



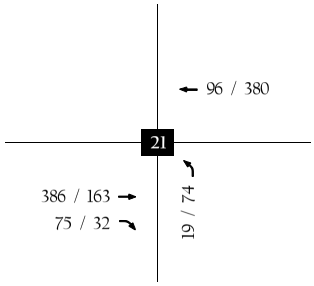
4th Ave & H St



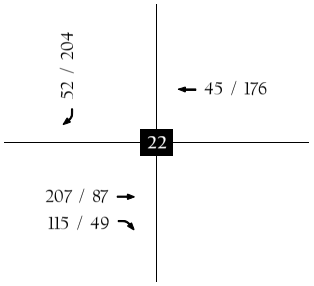
Marina Wy & Marina Pkwy



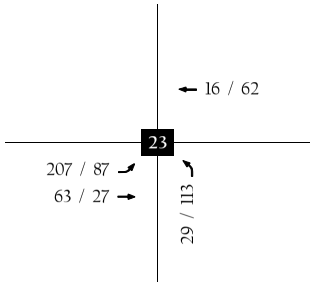
Bay Blvd & J St



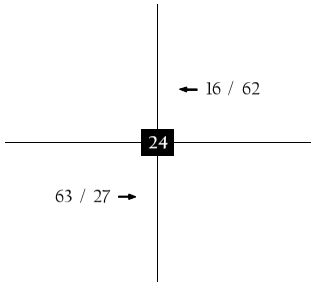
I-5 SB Ramps & J St



I-5 NB Ramps & J St



Oaklawn Ave & J St



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Amara Bay Trip Assignment

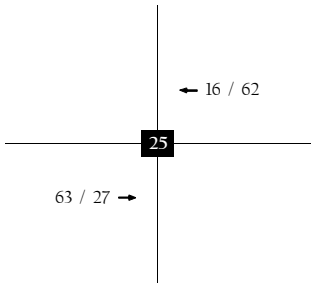
Figure C3Aa



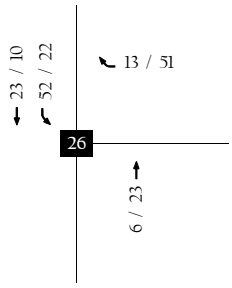
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

★ Cumulative Project

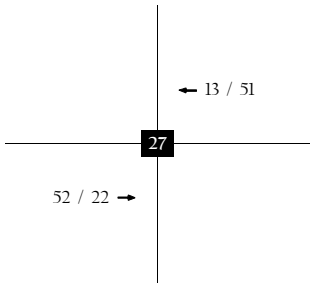
Broadway & J St



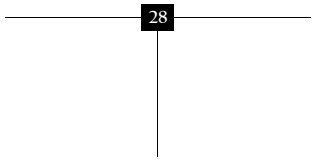
Bay Blvd & L St



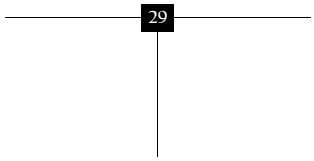
Industrial Blvd & L St



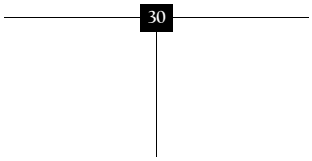
W Proj Dwy & G St



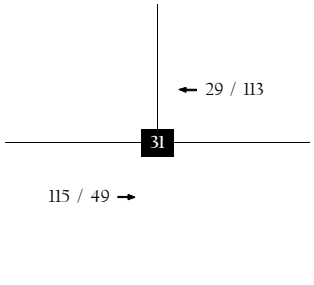
Mid Proj Dwy & G St



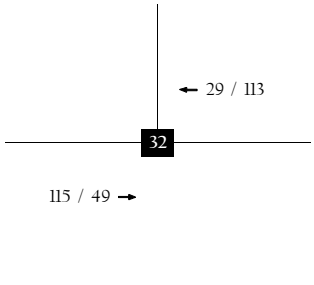
E Proj Dwy & G St



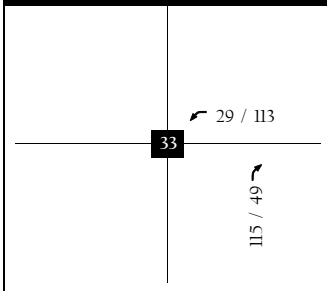
Proj Dwy & H St



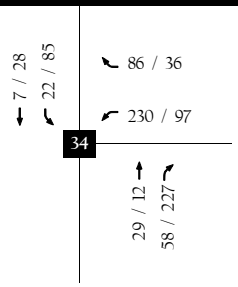
Emp Proj Dwy & H St



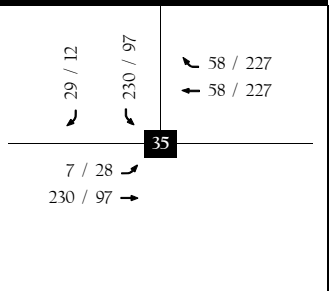
Marina Pkwy & H St



Marina Pkwy & Street C



Street A & J St



MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Amara Bay Trip Assignment

Figure C3Ab



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
36% / (0%) ↓ 5% / (0%) ← 1 0% / (41%) ↓	5% / (0%) ← 2 0% / (41%) →	5% / (0%) ← 3 0% / (36%) 0% / (5%) →	1% / (0%) ↓ 3% / (0%) ← 4 0% / (1%) 0% / (3%) → 0% / (1%) 1% / (0%) ↓
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
3% / (0%) ← 5 0% / (3%) →	3% / (0%) ← 6 0% / (3%) →	41% / (0%) ↓ 6% / (0%) ← 7 0% / (41%) ↑ 0% / (6%) ↑	6% / (0%) ← 8 0% / (6%) →
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
6% / (0%) ← 9 0% / (6%) →	10	47% / (0%) ↓ 11 0% / (47%) 0% / (53%) → 53% / (0%) ↓	0% / (24%) ↓ 0% / (29%) ↓ 29% / (0%) ← 12 24% / (0%) ↑

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

390 Bay Blvd Trip Distribution

Figure C4D



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
← 29% / (0%) 13 0% / (9%) → 0% / (20%) ↘	← 9% / (0%) 14 0% / (9%) → 20% / (0%) ↘	← 9% / (0%) 15 0% / (9%) →	← 9% / (0%) 16 0% / (9%) →

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
2% / (0%) ↙ ← 4% / (0%) 17 0% / (2%) ↙ 0% / (4%) → 0% / (3%) ↘ 3% / (0%) ↘	← 4% / (0%) 18 0% / (4%) →	← 4% / (0%) 19 0% / (4%) →	20

Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
0% / (13%) ↓ 0% / (11%) ↘ ↰ 11% / (0%) 21 13% / (0%) ↑	← 11% / (0%) 22 0% / (11%) →	← 11% / (0%) 23 0% / (11%) →	← 11% / (0%) 24 0% / (11%) →

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

390 Bay Blvd Trip Distribution

Figure C4Da



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
11% / (0%)	0% / (4%)	9% / (0%)	
25	0% / (9%)	27	28
0% / (11%)	26	0% / (9%)	
	(0%) / 4%		

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	31	32

Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
33	34	35

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

390 Bay Blvd Trip Distribution

Figure C4Db



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
17 / 4 ↓	2 / 1 ←	2 / 1 ←	1 / 0 ←
2 / 1 ← 1	2 / 1 ← 2	2 / 1 ← 3	1 / 0 ← 4
2 / 19 ↱	2 / 19 →	2 / 17 ↰	0 / 1 →
		0 / 2 →	

5th Ave & E St	4th Ave & E St	Bay Blvd & F St	Woodlawn Ave & F St
1 / 0 ←	1 / 0 ←	20 / 5 ↓	3 / 1 ←
0 / 1 → 5	0 / 1 → 6	3 / 1 ↰ 7	3 / 1 ← 8
		2 / 19 ↑	0 / 3 →
		0 / 3 ↱	

Broadway & F St	Marina Pkwy & G St	Bay Blvd & G St	Bay Blvd & H St
3 / 1 ←		23 / 6 ↰	1 / 11 ↓ 1 / 13 ↓ 14 / 3 ↰
9	10	11	12
0 / 3 →		2 / 22 ↰ 25 / 6 ↱	12 / 3 ↑
		3 / 24 ↱	

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

390 Bay Blvd Trip Assignment

Figure C4A



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
← 14 / 3 13 0 / 4 → 1 / 9 ↘	← 4 / 1 14 0 / 4 → 10 / 2 ↘	← 4 / 1 15 0 / 4 →	← 4 / 1 16 0 / 4 →

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
1 / 0 ↙ ← 2 / 0 17 0 / 1 ↙ 0 / 2 → 0 / 1 ↘ 1 / 0 ↘	← 2 / 0 18 0 / 2 →	← 2 / 0 19 0 / 2 →	20

Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
1 / 6 ↓ 1 / 5 ↙ ↖ 5 / 1 21 6 / 2 ↑	← 5 / 1 22 1 / 5 →	← 5 / 1 23 1 / 5 →	← 5 / 1 24 1 / 5 →

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

390 Bay Blvd Trip Assignment

Figure C4Aa



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
5 / 1 →	0 / 2 ↓	4 / 1 ↰	4 / 1 ←
25	0 / 4 ↘	26	27	28
1 / 5 →	2 / 0 ↑	0 / 4 →	

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	31	32

Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
33	34	35

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

390 Bay Blvd Trip Assignment

Figure C4Ab



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
36% / (0%) ↓ 5% / (0%) ← 1 0% / (41%) ↓	5% / (0%) ← 2 0% / (41%) →	5% / (0%) ← 3 0% / (36%) 0% / (5%) →	1% / (0%) ↓ 3% / (0%) ← 4 0% / (1%) 0% / (3%) → 0% / (1%) 1% / (0%) ↓
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
3% / (0%) ← 5 0% / (3%) →	3% / (0%) ← 6 0% / (3%) →	41% / (0%) ↓ 6% / (0%) ← 7 0% / (41%) ↑ 0% / (6%) ↑	6% / (0%) ← 8 0% / (6%) →
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
6% / (0%) ← 9 0% / (6%) →	10	47% / (0%) ↓ 11 0% / (47%) 0% / (53%) 53% / (0%) ↓	0% / (24%) ↓ 0% / (29%) ↓ 29% / (0%) ← 12 24% / (0%) ↑

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

795 H St Trip Distribution

Figure C5D



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
13 ← 29% / (0%) 0% / (9%) → 0% / (20%) ↘	14 ← 9% / (0%) 0% / (9%) → 20% / (0%) ↘	15 ← 9% / (0%) 0% / (9%) →	16 ← 9% / (0%) 0% / (9%) →

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
17 2% / (0%) ↙ ← 4% / (0%) 0% / (2%) ↙ 0% / (4%) → 0% / (3%) ↘ 3% / (0%) ↘	18 ← 4% / (0%) 0% / (4%) →	19 ← 4% / (0%) 0% / (4%) →	20

Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
21 0% / (13%) ↓ 0% / (11%) ↘ ← 11% / (0%) 13% / (0%) ↑	22 ← 11% / (0%) 0% / (11%) →	23 ← 11% / (0%) 0% / (11%) →	24 ← 11% / (0%) 0% / (11%) →

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

795 H St Trip Distribution

Figure C5Da



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
11% / (0%)	0% / (4%)	9% / (0%)	
25	0% / (9%)	27	28
0% / (11%)	9% / (0%)	0% / (9%)	
	26		
	4% / (0%)		

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	31	32

Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
33	34	35

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

795 H St Trip Distribution

Figure C5Db



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
32 / 21 ↓ 4 / 3 ← 16 / 36 ↘ 1	4 / 3 ← 16 / 36 → 2	4 / 3 ← 14 / 31 ↙ 2 / 4 → 3	1 / 1 ↙ 3 / 2 ← 0 / 1 ↙ 1 / 3 → 0 / 1 ↘ 1 / 1 ↘ 4
5th Ave & E St	**4th Ave & E St**	**Bay Blvd & F St**	**Woodlawn Ave & F St**
3 / 2 ← 1 / 3 → 5	3 / 2 ← 1 / 3 → 6	36 / 24 ↓ 5 / 4 ← 16 / 36 ↑ 2 / 5 ↗ 7	5 / 4 ← 2 / 5 → 8
Broadway & F St	**Marina Pkwy & G St**	**Bay Blvd & G St**	**Bay Blvd & H St**
5 / 4 ← 2 / 5 → 9	10	42 / 28 ↙ 18 / 41 ↙ 20 / 46 ↘ 47 / 31 ↗ 11	9 / 21 ↓ 11 / 25 ↙ 26 / 17 ↖ 21 / 14 ↑ 12

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Rohr/Wohl Specific Plan

795 H St Trip Assignment

Figure C5A



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
26 / 17 ←	8 / 5 ←	8 / 5 ←	8 / 5 ←
13	14	15	16
3 / 8 →	3 / 8 →	3 / 8 →	3 / 8 →
8 / 17 ↘	18 / 12 ↘		

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
2 / 1 ↙	4 / 2 ←	4 / 2 ←	4 / 2 ←	
4 / 2 ←	18	19	20
17	2 / 3 →	2 / 3 →	
1 / 2 ↙			
2 / 3 →			
1 / 3 ↘			
3 / 2 ↘			

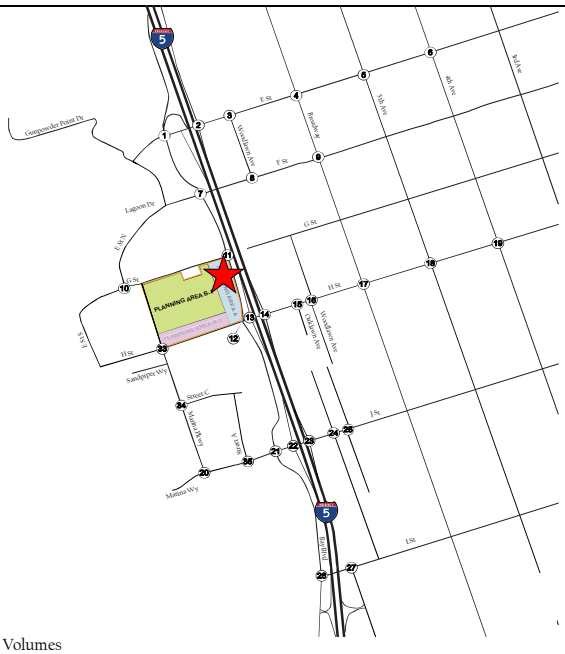
Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
5 / 11 ↓	10 / 6 ←	10 / 6 ←	10 / 6 ←
4 / 10 ↙	22	23	24
10 / 6 ↙	4 / 10 →	4 / 10 →	4 / 10 →
21			
12 / 8 ↑			

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

795 H St Trip Assignment

Figure C5Aa



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

★ Cumulative Project

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
10 / 6 ← 25 4 / 10 →	2 / 3 ↓ 3 / 8 ↘ 8 / 5 ↙ 26 4 / 2 ↑	8 / 5 ← 27 3 / 8 →	28
Mid Proj Dwy & G St	**E Proj Dwy & G St**	**Proj Dwy & H St**	**Emp Proj Dwy & H St**
29	30	31	32
Marina Pkwy & H St	**Marina Pkwy & Street C**	**Street A & J St**	
33	34	35	

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

795 H St Trip Assignment

Figure C5Ab



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps / Bay Blvd & E St	I-5 NB Ramps & E St	Woodlawn Ave & E St	Broadway & E St
36% / (0%) ↓ 5% / (0%) ← 1 0% / (41%) ↓	5% / (0%) ← 2 0% / (41%) →	5% / (0%) ← 3 0% / (36%) ↓ 0% / (5%) →	1% / (0%) ↓ 3% / (0%) ← 4 0% / (1%) ↓ 0% / (3%) → 0% / (1%) ↓ 1% / (0%) ↓

5th Ave & E St	4th Ave & E St	Bay Blvd & F St	Woodlawn Ave & F St
3% / (0%) ← 5 0% / (3%) →	3% / (0%) ← 6 0% / (3%) →	41% / (0%) ↓ 6% / (0%) ← 7 0% / (41%) ↓ 0% / (6%) → 0% / (53%) ↓ 53% / (0%) ↓	6% / (0%) ← 8 0% / (6%) →

Broadway & F St	Marina Pkwy & G St	Bay Blvd & G St	Bay Blvd & H St
6% / (0%) ← 9 0% / (6%) →	10	0% / (53%) ↓ 11 53% / (0%) ↑	0% / (24%) ↓ 0% / (29%) ↓ 29% / (0%) ← 12 24% / (0%) ↑

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Collins Campus Trip Distribution

Figure C6D



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
← 29% / (0%) 13 0% / (9%) → 0% / (20%) ↘	← 9% / (0%) 14 0% / (9%) → 20% / (0%) ↘	← 9% / (0%) 15 0% / (9%) →	← 9% / (0%) 16 0% / (9%) →

Broadway & H St	5th Ave & H St	4th Ave & H St	Marina Wy & Marina Pkwy
2% / (0%) ↙ ← 4% / (0%) 17 0% / (2%) ↙ 0% / (4%) → 0% / (3%) ↘ 3% / (0%) ↘	← 4% / (0%) 18 0% / (4%) →	← 4% / (0%) 19 0% / (4%) →	20

Bay Blvd & J St	I-5 SB Ramps & J St	I-5 NB Ramps & J St	Oaklawn Ave & J St
0% / (13%) ↓ 0% / (11%) ↘ ← 11% / (0%) 21 13% / (0%) ↑	← 11% / (0%) 22 0% / (11%) →	← 11% / (0%) 23 0% / (11%) →	← 11% / (0%) 24 0% / (11%) →

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Collins Campus Trip Distribution

Figure C6Da



xx% / (yy%) = Enter % / (Exit %)
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
11% / (0%)	0% / (4%)	9% / (0%)	
25	0% / (9%)	27	28
0% / (11%)	26	0% / (9%)	
	(0%) / 4%		

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	31	32

Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
33	34	35

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Collins Campus Trip Distribution

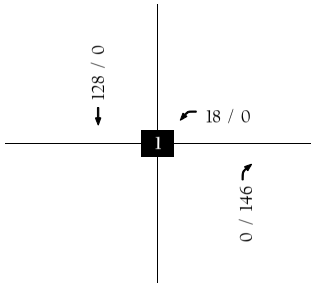
Figure C6Db



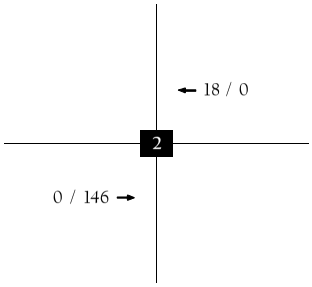
xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

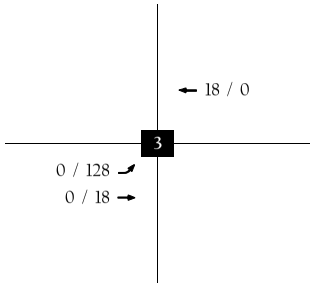
I-5 SB Ramps / Bay Blvd & E St



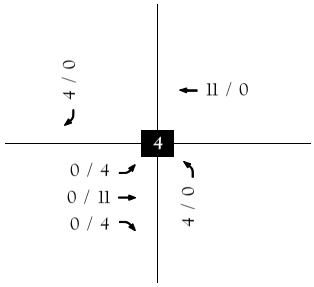
I-5 NB Ramps & E St



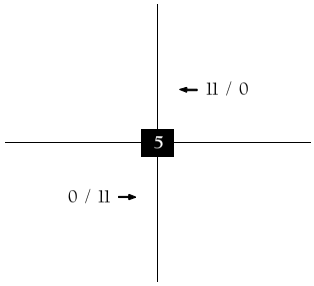
Woodlawn Ave & E St



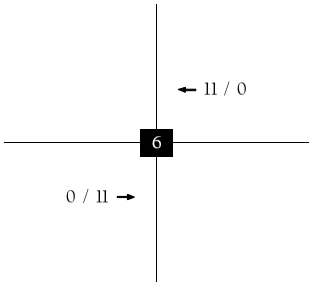
Broadway & E St



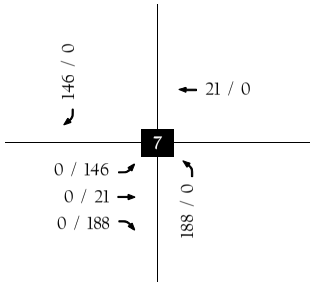
5th Ave & E St



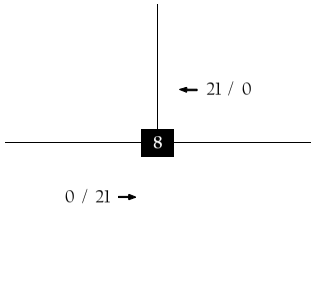
4th Ave & E St



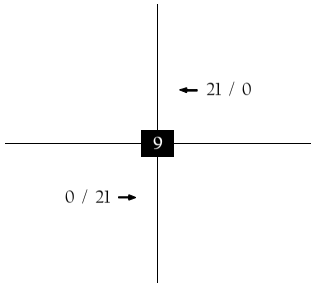
Bay Blvd & F St



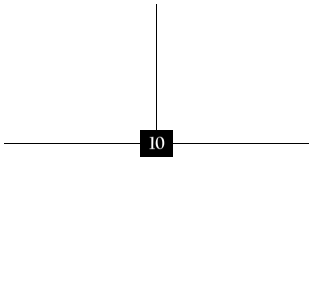
Woodlawn Ave & F St



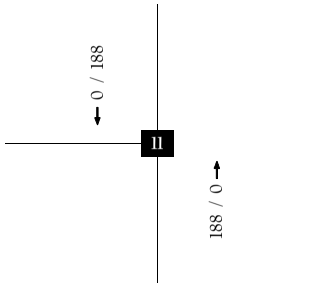
Broadway & F St



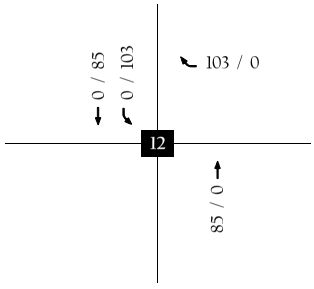
Marina Pkwy & G St



Bay Blvd & G St



Bay Blvd & H St



MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Collins Campus Trip Assignment

Figure C6A



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Cumulative Project

I-5 SB Ramps & H St	I-5 NB Ramps & H St	Woodlawn Ave & H St	Oaklawn Ave & H St
← 103 / 0 13 0 / 32 → 0 / 71 ↘	← 32 / 0 14 0 / 32 → 71 / 0 ↘	← 32 / 0 15 0 / 32 →	← 32 / 0 16 0 / 32 →
Broadway & H St	**5th Ave & H St**	**4th Ave & H St**	**Marina Wy & Marina Pkwy**
7 / 0 ↙ ← 14 / 0 17 0 / 7 ↙ 0 / 14 → 0 / 11 ↘ 11 / 0 ↘	← 14 / 0 18 0 / 14 →	← 14 / 0 19 0 / 14 →	20
Bay Blvd & J St	**I-5 SB Ramps & J St**	**I-5 NB Ramps & J St**	**Oaklawn Ave & J St**
0 / 46 ↓ 0 / 39 ↘ ↙ 39 / 0 21 46 / 0 ↑	← 39 / 0 22 0 / 39 →	← 39 / 0 23 0 / 39 →	← 39 / 0 24 0 / 39 →

MIZUTA TRAFFIC CONSULTING

Rohr/Wohl Specific Plan

Collins Campus Trip Assignment

Figure C6Aa



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
The naming convention for intersections is North / South & East / West

Broadway & J St	Bay Blvd & L St	Industrial Blvd & L St	W Proj Dwy & G St
39 / 0 25 0 / 39	0 / 14 0 / 32 32 / 0 26 14 / 0	32 / 0 27 0 / 32	28

Mid Proj Dwy & G St	E Proj Dwy & G St	Proj Dwy & H St	Emp Proj Dwy & H St
29	30	31	32

Marina Pkwy & H St	Marina Pkwy & Street C	Street A & J St
33	34	35

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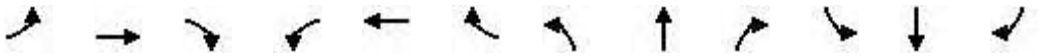
Rohr/Wohl Specific Plan

Collins Campus Trip Assignment

Figure C6Ab

Appendix J

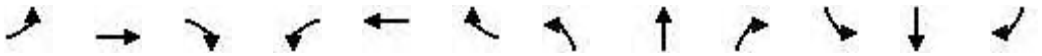
Intersection LOS Worksheets with Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	82	23	362	118	59	43	135	288	18	82	7
Future Volume (veh/h)	4	82	23	362	118	59	43	135	288	18	82	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	4	92	26	407	133	66	48	152	324	20	92	8
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	9	197	54	460	1153	514	76	194	413	40	584	51
Arrive On Green	0.01	0.07	0.07	0.27	0.33	0.33	0.04	0.37	0.37	0.02	0.35	0.35
Sat Flow, veh/h	1734	2687	732	1734	3460	1543	1734	518	1104	1734	1652	144
Grp Volume(v), veh/h	4	58	60	407	133	66	48	0	476	20	0	100
Grp Sat Flow(s),veh/h/ln	1734	1730	1689	1734	1730	1543	1734	0	1622	1734	0	1795
Q Serve(g_s), s	0.2	2.2	2.3	15.4	1.8	2.0	1.9	0.0	17.7	0.8	0.0	2.6
Cycle Q Clear(g_c), s	0.2	2.2	2.3	15.4	1.8	2.0	1.9	0.0	17.7	0.8	0.0	2.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.68	1.00		0.08
Lane Grp Cap(c), veh/h	9	127	124	460	1153	514	76	0	607	40	0	635
V/C Ratio(X)	0.43	0.46	0.49	0.88	0.12	0.13	0.63	0.00	0.78	0.50	0.00	0.16
Avail Cap(c_a), veh/h	127	457	446	598	1854	827	173	0	607	127	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	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	33.8	30.3	30.3	24.0	15.8	15.8	32.0	0.0	18.9	32.9	0.0	15.1
Incr Delay (d2), s/veh	28.6	2.6	2.9	12.1	0.0	0.1	8.4	0.0	9.8	9.3	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	0.1	1.0	1.0	7.4	0.7	0.7	0.9	0.0	7.7	0.4	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	32.8	33.3	36.2	15.8	15.9	40.4	0.0	28.7	42.2	0.0	15.6
LnGrp LOS	E	C	C	D	B	B	D	A	C	D	A	B
Approach Vol, veh/h		122			606			524			120	
Approach Delay, s/veh		34.0			29.5			29.7			20.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	30.0	22.6	9.5	7.5	28.6	4.9	27.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	23.5	18.0	6.8	23.7	5.0	36.5
Max Q Clear Time (g_c+I1), s	2.8	19.7	17.4	4.3	3.9	4.6	2.2	4.0
Green Ext Time (p_c), s	0.0	1.6	0.7	0.4	0.0	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	369	38	222	328	0	0	0	0	316	0	221
Future Volume (veh/h)	0	369	38	222	328	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	415	43	249	369	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	950	97	305	1711	0				464	0	413
Arrive On Green	0.00	0.21	0.21	0.18	0.49	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4748	467	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	298	160	249	369	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Cycle Q Clear(g_c), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	687	360	305	1711	0				464	0	413
V/C Ratio(X)	0.00	0.43	0.44	0.82	0.22	0.00				0.77	0.00	0.60
Avail Cap(c_a), veh/h	0	1741	913	518	3237	0				674	0	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	17.7	20.3	7.3	0.0				17.3	0.0	16.4
Incr Delay (d2), s/veh	0.0	0.7	1.5	2.1	0.1	0.0				3.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.6	2.7	0.9	0.0				3.8	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.4	19.2	22.3	7.4	0.0				20.5	0.0	17.8
LnGrp LOS	A	B	B	C	A	A				C	A	B
Approach Vol, veh/h		458			618						603	
Approach Delay, s/veh		18.7			13.4						19.4	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		31.4		19.8	14.7	16.7						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		47.9		19.9	* 15	26.9						
Max Q Clear Time (g_c+I1), s		5.1		11.7	9.1	6.1						
Green Ext Time (p_c), s		4.5		2.0	0.2	4.5						

Intersection Summary			
HCM 6th Ctrl Delay		17.0	
HCM 6th LOS		B	

Notes

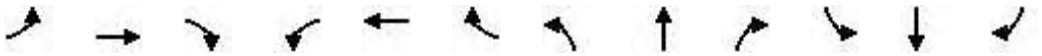
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	208	140	183	109	128
Future Volume (veh/h)	177	208	140	183	109	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	199	234	157	206	122	144
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	415	650	576	488	612	576
Arrive On Green	0.24	0.24	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1734	2716	1821	1543	1019	1821
Grp Volume(v), veh/h	199	234	157	206	122	144
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1019	1821
Q Serve(g_s), s	2.0	1.5	1.3	2.1	2.1	1.2
Cycle Q Clear(g_c), s	2.0	1.5	1.3	2.1	3.4	1.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	415	650	576	488	612	576
V/C Ratio(X)	0.48	0.36	0.27	0.42	0.20	0.25
Avail Cap(c_a), veh/h	1541	2413	1618	1371	1195	1618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.6	6.4	5.2	5.5	6.4	5.1
Incr Delay (d2), s/veh	0.9	0.3	0.3	0.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.2	0.3	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.5	6.8	5.4	6.0	6.6	5.4
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	433		363			266
Approach Delay, s/veh	7.1		5.8			5.9
Approach LOS	A		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		10.9			10.9	9.4
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		18.0			18.0	18.0
Max Q Clear Time (g_c+I1), s		4.1			5.4	4.0
Green Ext Time (p_c), s		1.3			1.0	1.3

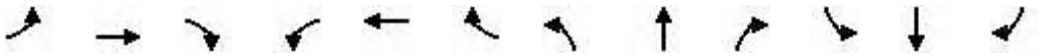
Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	210	56	70	129	34	27	44	101	141	213	14
Future Volume (veh/h)	9	210	56	70	129	34	27	44	101	141	213	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	9	212	57	71	130	34	27	44	102	142	215	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	369	97	107	644	287	54	171	396	179	715	47
Arrive On Green	0.01	0.14	0.14	0.06	0.19	0.19	0.03	0.35	0.35	0.10	0.42	0.42
Sat Flow, veh/h	1734	2711	712	1734	3460	1543	1734	488	1130	1734	1691	110
Grp Volume(v), veh/h	9	133	136	71	130	34	27	0	146	142	0	229
Grp Sat Flow(s),veh/h/ln	1734	1730	1693	1734	1730	1543	1734	0	1618	1734	0	1801
Q Serve(g_s), s	0.3	3.7	3.9	2.1	1.6	0.9	0.8	0.0	3.3	4.1	0.0	4.3
Cycle Q Clear(g_c), s	0.3	3.7	3.9	2.1	1.6	0.9	0.8	0.0	3.3	4.1	0.0	4.3
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.70	1.00		0.06
Lane Grp Cap(c), veh/h	20	235	230	107	644	287	54	0	567	179	0	761
V/C Ratio(X)	0.44	0.57	0.59	0.66	0.20	0.12	0.50	0.00	0.26	0.79	0.00	0.30
Avail Cap(c_a), veh/h	168	603	590	168	1206	538	168	0	567	198	0	761
HCM Platoon Ratio	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	25.4	20.9	21.0	23.7	17.8	17.5	24.6	0.0	12.0	22.6	0.0	9.9
Incr Delay (d2), s/veh	14.4	2.1	2.4	6.8	0.2	0.2	7.0	0.0	1.1	18.0	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	0.2	1.5	1.6	1.0	0.6	0.3	0.4	0.0	1.2	2.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	23.0	23.3	30.5	17.9	17.7	31.6	0.0	13.1	40.6	0.0	10.9
LnGrp LOS	D	C	C	C	B	B	C	A	B	D	A	B
Approach Vol, veh/h		278			235			173			371	
Approach Delay, s/veh		23.7			21.7			16.0			22.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	22.6	7.7	11.5	6.1	26.3	5.1	14.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.9	18.1	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.1	5.3	4.1	5.9	2.8	6.3	2.3	3.6
Green Ext Time (p_c), s	0.0	0.6	0.0	1.2	0.0	1.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	344	130	274	156	0	0	0	0	487	2	63
Future Volume (veh/h)	0	344	130	274	156	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	374	141	298	170	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	710	255	342	1648	0				601	2	536
Arrive On Green	0.00	0.20	0.20	0.20	0.48	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3773	1294	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	342	173	298	170	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1588	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	6.4	6.8	11.5	1.9	0.0				19.9	0.0	2.1
Cycle Q Clear(g_c), s	0.0	6.4	6.8	11.5	1.9	0.0				19.9	0.0	2.1
Prop In Lane	0.00		0.81	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	653	313	342	1648	0				603	0	536
V/C Ratio(X)	0.00	0.52	0.55	0.87	0.10	0.00				0.88	0.00	0.13
Avail Cap(c_a), veh/h	0	1273	610	416	2443	0				724	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.9	25.1	27.0	10.0	0.0				21.2	0.0	15.4
Incr Delay (d2), s/veh	0.0	1.1	2.6	13.8	0.0	0.0				10.7	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
%ile BackOfQ(50%),veh/ln	0.0	2.5	2.7	5.8	0.7	0.0				9.2	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.0	27.7	40.8	10.0	0.0				31.9	0.0	15.5
LnGrp LOS	A	C	C	D	B	A				C	A	B
Approach Vol, veh/h		515			468						599	
Approach Delay, s/veh		26.6			29.6						30.1	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.1		30.2	19.3	19.7						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		48.9		28.9	* 17	26.6						
Max Q Clear Time (g_c+I1), s		3.9		21.9	13.5	8.8						
Green Ext Time (p_c), s		1.9		2.1	0.2	4.8						

Intersection Summary												
HCM 6th Ctrl Delay			28.8									
HCM 6th LOS			C									

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	357	68	44	783	152	153
Future Volume (veh/h)	357	68	44	783	152	153
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	380	72	47	833	162	163
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	469	735	954	808	487	954
Arrive On Green	0.27	0.27	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1734	2716	1821	1543	631	1821
Grp Volume(v), veh/h	380	72	47	833	162	163
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	631	1821
Q Serve(g_s), s	8.9	0.9	0.6	22.9	7.4	2.0
Cycle Q Clear(g_c), s	8.9	0.9	0.6	22.9	7.9	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	469	735	954	808	487	954
V/C Ratio(X)	0.81	0.10	0.05	1.03	0.33	0.17
Avail Cap(c_a), veh/h	718	1124	954	808	487	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	12.0	5.1	10.4	7.0	5.4
Incr Delay (d2), s/veh	4.1	0.1	0.0	39.8	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.2	0.1	13.9	0.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	12.0	5.1	50.2	7.4	5.5
LnGrp LOS	B	B	A	F	A	A
Approach Vol, veh/h	452		880			325
Approach Delay, s/veh	17.9		47.8			6.5
Approach LOS	B		D			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		27.4			27.4	16.3
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		22.9			22.9	18.1
Max Q Clear Time (g_c+I1), s		24.9			9.9	10.9
Green Ext Time (p_c), s		0.0			1.9	0.9

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	361	0	0	443	568	18	365	488	0	0	0
Future Volume (veh/h)	159	361	0	0	443	568	18	365	488	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	185	420	0	0	515	660	21	516	506			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	249	1820	0	0	680	606	25	604	534			
Arrive On Green	0.07	0.53	0.00	0.00	0.39	0.39	0.35	0.35	0.35			
Sat Flow, veh/h	3365	3551	0	0	1821	1543	71	1747	1543			
Grp Volume(v), veh/h	185	420	0	0	515	660	537	0	506			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1543	1818	0	1543			
Q Serve(g_s), s	4.3	5.2	0.0	0.0	20.5	31.3	21.8	0.0	25.4			
Cycle Q Clear(g_c), s	4.3	5.2	0.0	0.0	20.5	31.3	21.8	0.0	25.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.04		1.00			
Lane Grp Cap(c), veh/h	249	1820	0	0	680	606	629	0	534			
V/C Ratio(X)	0.74	0.23	0.00	0.00	0.76	1.09	0.85	0.00	0.95			
Avail Cap(c_a), veh/h	249	1820	0	0	680	606	637	0	541			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.1	10.2	0.0	0.0	20.9	24.2	24.2	0.0	25.3			
Incr Delay (d2), s/veh	10.1	0.0	0.0	0.0	5.5	62.9	10.3	0.0	25.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	1.8	0.0	0.0	8.8	21.1	10.6	0.0	12.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	10.2	0.0	0.0	26.4	87.1	34.5	0.0	51.1			
LnGrp LOS	D	B	A	A	C	F	C	A	D			
Approach Vol, veh/h		605			1175			1043				
Approach Delay, s/veh		21.2			60.5			42.5				
Approach LOS		C			E			D				

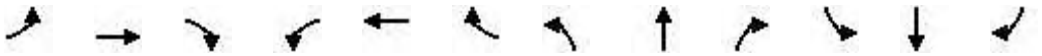
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.6	36.4		32.7		47.0
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1
Max Green Setting (Gmax), s	* 5.9	31.3		27.9		41.9
Max Q Clear Time (g_c+I1), s	6.3	33.3		27.4		7.2
Green Ext Time (p_c), s	0.0	0.0		0.1		2.0

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	22	9	114	57	72	214	110	74	149	126	364
Future Volume (veh/h)	17	22	9	114	57	72	214	110	74	149	126	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	24	10	125	63	79	235	121	81	164	138	400
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	258	204	85	297	124	173	292	465	312	213	170	491
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.46	0.46	0.12	0.41	0.41
Sat Flow, veh/h	1246	1221	509	1049	739	1035	1734	1017	681	1734	412	1194
Grp Volume(v), veh/h	19	0	34	155	0	112	235	0	202	164	0	538
Grp Sat Flow(s),veh/h/ln	1246	0	1730	1353	0	1471	1734	0	1699	1734	0	1606
Q Serve(g_s), s	0.7	0.0	0.9	5.1	0.0	3.7	7.0	0.0	3.9	4.9	0.0	15.8
Cycle Q Clear(g_c), s	4.4	0.0	0.9	6.0	0.0	3.7	7.0	0.0	3.9	4.9	0.0	15.8
Prop In Lane	1.00		0.29	0.81		0.70	1.00		0.40	1.00		0.74
Lane Grp Cap(c), veh/h	258	0	290	348	0	246	292	0	777	213	0	661
V/C Ratio(X)	0.07	0.00	0.12	0.44	0.00	0.46	0.80	0.00	0.26	0.77	0.00	0.81
Avail Cap(c_a), veh/h	471	0	586	595	0	498	471	0	1338	529	0	1319
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	18.9	21.2	0.0	20.1	21.4	0.0	8.9	22.7	0.0	13.9
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.9	0.0	1.3	5.2	0.0	0.2	5.9	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	1.7	0.0	1.2	3.0	0.0	1.2	2.2	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	19.1	22.1	0.0	21.4	26.5	0.0	9.1	28.6	0.0	16.4
LnGrp LOS	C	A	B	C	A	C	C	A	A	C	A	B
Approach Vol, veh/h		53			267			437			702	
Approach Delay, s/veh		20.2			21.8			18.5			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	28.9		13.4	13.5	26.5		13.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	16.3	42.1		18.1	14.5	43.9		18.1				
Max Q Clear Time (g_c+I1), s	6.9	5.9		6.4	9.0	17.8		8.0				
Green Ext Time (p_c), s	0.3	1.3		0.1	0.3	4.1		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	36	124	357	130	176
Future Volume (veh/h)	61	36	124	357	130	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	68	40	138	397	144	196
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	156	203	1059	214	291
Arrive On Green	0.10	0.10	0.12	0.58	0.31	0.31
Sat Flow, veh/h	1734	1543	1734	1821	699	951
Grp Volume(v), veh/h	68	40	138	397	0	340
Grp Sat Flow(s),veh/h/ln	1734	1543	1734	1821	0	1650
Q Serve(g_s), s	1.0	0.7	2.2	3.3	0.0	5.1
Cycle Q Clear(g_c), s	1.0	0.7	2.2	3.3	0.0	5.1
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	175	156	203	1059	0	504
V/C Ratio(X)	0.39	0.26	0.68	0.37	0.00	0.67
Avail Cap(c_a), veh/h	1102	980	337	1799	0	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	11.8	12.0	3.2	0.0	8.6
Incr Delay (d2), s/veh	1.4	0.9	4.0	0.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.8	0.3	0.0	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	12.6	16.0	3.4	0.0	10.2
LnGrp LOS	B	B	B	A	A	B
Approach Vol, veh/h	108			535	340	
Approach Delay, s/veh	13.1			6.6	10.2	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.0		7.4	7.8	13.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s		5.3		3.0	4.2	7.1
Green Ext Time (p_c), s		2.5		0.2	0.0	1.6

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	485	25	32	665	223	63	203	21	52	61	45
Future Volume (veh/h)	0	485	25	32	665	223	63	203	21	52	61	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	533	27	35	731	245	69	223	23	57	67	49
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2115	107	77	1511	498	267	250	26	152	86	63
Arrive On Green	0.00	0.63	0.63	0.63	0.63	0.63	0.15	0.15	0.15	0.09	0.09	0.09
Sat Flow, veh/h	0	3442	169	72	2393	789	1734	1624	167	1734	978	715
Grp Volume(v), veh/h	0	275	285	541	0	470	69	0	246	57	0	116
Grp Sat Flow(s),veh/h/ln	0	1730	1791	1739	0	1515	1734	0	1791	1734	0	1692
Q Serve(g_s), s	0.0	8.4	8.4	0.0	0.0	19.9	4.2	0.0	16.2	3.7	0.0	8.1
Cycle Q Clear(g_c), s	0.0	8.4	8.4	18.7	0.0	19.9	4.2	0.0	16.2	3.7	0.0	8.1
Prop In Lane	0.00		0.09	0.06		0.52	1.00		0.09	1.00		0.42
Lane Grp Cap(c), veh/h	0	1092	1130	1130	0	956	267	0	275	152	0	148
V/C Ratio(X)	0.00	0.25	0.25	0.48	0.00	0.49	0.26	0.00	0.89	0.38	0.00	0.78
Avail Cap(c_a), veh/h	0	1092	1130	1130	0	956	302	0	312	520	0	508
HCM Platoon Ratio	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	1.00	1.00	0.95	0.00	0.95	1.00	0.00	1.00	0.90	0.00	0.90
Uniform Delay (d), s/veh	0.0	9.7	9.7	11.6	0.0	11.8	44.7	0.0	49.8	51.7	0.0	53.6
Incr Delay (d2), s/veh	0.0	0.6	0.5	1.4	0.0	1.7	0.2	0.0	22.7	0.5	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	3.4	7.7	0.0	6.9	1.8	0.0	9.0	1.6	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.3	10.2	13.0	0.0	13.6	44.9	0.0	72.5	52.2	0.0	56.7
LnGrp LOS	A	B	B	B	A	B	D	A	E	D	A	E
Approach Vol, veh/h		560			1011			315			173	
Approach Delay, s/veh		10.3			13.3			66.4			55.2	
Approach LOS		B			B			E			E	

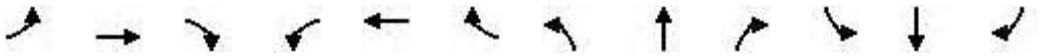
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	80.8	15.6	80.8	23.6
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	47.8	36.0	47.8	20.9
Max Q Clear Time (g_c+I1), s	21.9	10.1	10.4	18.2
Green Ext Time (p_c), s	5.0	0.5	2.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

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

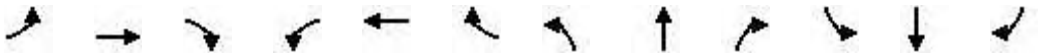
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	533	151	363	306	113	137	199	288	23	88	7
Future Volume (veh/h)	4	533	151	363	306	113	137	199	288	23	88	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	4	599	170	408	344	127	154	224	324	26	99	8
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	9	685	194	450	1769	789	187	444	376	47	270	22
Arrive On Green	0.01	0.26	0.26	0.26	0.51	0.51	0.11	0.24	0.24	0.03	0.16	0.16
Sat Flow, veh/h	1734	2662	754	1734	3460	1543	1734	1821	1543	1734	1663	134
Grp Volume(v), veh/h	4	389	380	408	344	127	154	224	324	26	0	107
Grp Sat Flow(s),veh/h/ln	1734	1730	1685	1734	1730	1543	1734	1821	1543	1734	0	1797
Q Serve(g_s), s	0.2	18.2	18.3	19.3	4.6	3.7	7.4	9.0	17.0	1.3	0.0	4.5
Cycle Q Clear(g_c), s	0.2	18.2	18.3	19.3	4.6	3.7	7.4	9.0	17.0	1.3	0.0	4.5
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	9	445	434	450	1769	789	187	444	376	47	0	292
V/C Ratio(X)	0.43	0.87	0.88	0.91	0.19	0.16	0.82	0.51	0.86	0.55	0.00	0.37
Avail Cap(c_a), veh/h	103	481	468	543	1841	821	215	579	491	105	0	457
HCM Platoon Ratio	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	41.9	30.1	30.1	30.3	11.2	11.0	36.9	27.6	30.6	40.6	0.0	31.5
Incr Delay (d2), s/veh	29.2	15.4	16.1	17.0	0.1	0.1	19.6	0.9	11.7	9.9	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	0.2	9.2	9.1	9.9	1.7	1.2	4.1	3.9	7.3	0.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	45.5	46.2	47.3	11.3	11.1	56.6	28.5	42.4	50.5	0.0	32.3
LnGrp LOS	E	D	D	D	B	B	E	C	D	D	A	C
Approach Vol, veh/h		773			879			702			133	
Approach Delay, s/veh		45.9			28.0			41.1			35.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	25.1	26.4	26.3	13.6	18.2	4.9	47.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	26.9	26.5	23.5	10.5	21.5	5.0	45.0
Max Q Clear Time (g_c+I1), s	3.3	19.0	21.3	20.3	9.4	6.5	2.2	6.6
Green Ext Time (p_c), s	0.0	1.6	0.7	1.5	0.0	0.4	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



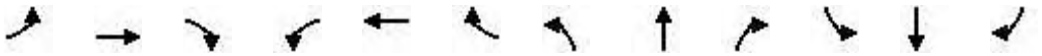
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	637	173	222	528	0	0	0	0	321	0	274
Future Volume (veh/h)	0	637	173	222	528	0	0	0	0	321	0	274
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	716	194	249	593	0				361	0	308
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1204	322	294	1953	0				435	0	387
Arrive On Green	0.00	0.31	0.31	0.17	0.56	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	4067	1044	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	607	303	249	593	0				361	0	308
Grp Sat Flow(s),veh/h/ln	0	1657	1633	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	10.2	10.4	9.2	5.9	0.0				13.0	0.0	12.3
Cycle Q Clear(g_c), s	0.0	10.2	10.4	9.2	5.9	0.0				13.0	0.0	12.3
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1022	504	294	1953	0				435	0	387
V/C Ratio(X)	0.00	0.59	0.60	0.85	0.30	0.00				0.83	0.00	0.80
Avail Cap(c_a), veh/h	0	1401	690	376	2511	0				523	0	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.3	19.4	26.6	7.6	0.0				23.4	0.0	23.1
Incr Delay (d2), s/veh	0.0	0.9	2.0	11.0	0.1	0.0				9.3	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	3.8	3.9	4.5	1.9	0.0				6.1	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.3	21.4	37.6	7.7	0.0				32.7	0.0	31.0
LnGrp LOS	A	C	C	D	A	A				C	A	C
Approach Vol, veh/h		910			842						669	
Approach Delay, s/veh		20.6			16.6						31.9	
Approach LOS		C			B						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		43.3		22.7	16.9	26.5						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		47.9		19.9	* 14	27.9						
Max Q Clear Time (g_c+I1), s		7.9		15.0	11.2	12.4						
Green Ext Time (p_c), s		7.8		1.6	0.1	7.9						

Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									

Notes

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



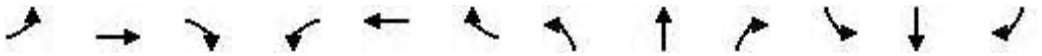
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	678	0	0	596	449	169	3	351	0	0	0
Future Volume (veh/h)	308	678	0	0	596	449	169	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	338	745	0	0	655	493	186	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	373	2299	0	0	723	542	333	5	301			
Arrive On Green	0.22	0.66	0.00	0.00	0.38	0.38	0.19	0.19	0.19			
Sat Flow, veh/h	1734	3551	0	0	1976	1413	1708	28	1543			
Grp Volume(v), veh/h	338	745	0	0	601	547	189	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1567	1736	0	1543			
Q Serve(g_s), s	16.5	8.0	0.0	0.0	28.5	28.7	8.5	0.0	16.9			
Cycle Q Clear(g_c), s	16.5	8.0	0.0	0.0	28.5	28.7	8.5	0.0	16.9			
Prop In Lane	1.00		0.00	0.00		0.90	0.98		1.00			
Lane Grp Cap(c), veh/h	373	2299	0	0	663	601	338	0	301			
V/C Ratio(X)	0.91	0.32	0.00	0.00	0.91	0.91	0.56	0.00	1.28			
Avail Cap(c_a), veh/h	426	2431	0	0	677	613	338	0	301			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.2	6.2	0.0	0.0	25.2	25.3	31.5	0.0	34.9			
Incr Delay (d2), s/veh	19.7	0.1	0.0	0.0	16.2	18.1	1.3	0.0	150.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.8	2.5	0.0	0.0	14.0	13.1	3.6	0.0	18.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	6.4	0.0	0.0	41.5	43.4	32.8	0.0	185.2			
LnGrp LOS	D	A	A	A	D	D	C	A	F			
Approach Vol, veh/h		1083			1148			575				
Approach Delay, s/veh		20.9			42.4			135.1				
Approach LOS		C			D			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	24.3	39.3		23.0		63.7			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 21	33.9		16.9		60.9			
Max Q Clear Time (g_c+I1), s	18.5	30.7		18.9		10.0			
Green Ext Time (p_c), s	0.2	2.6		0.0		10.9			

Intersection Summary		
HCM 6th Ctrl Delay		53.1
HCM 6th LOS		D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	548	260	47	449	41	150	614	56	45	551	83
Future Volume (veh/h)	116	548	260	47	449	41	150	614	56	45	551	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	130	616	292	53	504	46	169	690	63	51	619	93
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	112	717	340	67	927	84	112	1044	95	210	1337	596
Arrive On Green	0.06	0.31	0.31	0.04	0.29	0.29	0.06	0.33	0.33	0.12	0.39	0.39
Sat Flow, veh/h	1734	2278	1079	1734	3207	292	1734	3206	292	1734	3460	1543
Grp Volume(v), veh/h	130	468	440	53	271	279	169	372	381	51	619	93
Grp Sat Flow(s),veh/h/ln	1734	1730	1627	1734	1730	1769	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	5.8	22.9	22.9	2.7	11.9	12.0	5.8	16.6	16.7	2.4	12.0	3.5
Cycle Q Clear(g_c), s	5.8	22.9	22.9	2.7	11.9	12.0	5.8	16.6	16.7	2.4	12.0	3.5
Prop In Lane	1.00		0.66	1.00		0.17	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	112	545	512	67	500	511	112	563	576	210	1337	596
V/C Ratio(X)	1.16	0.86	0.86	0.79	0.54	0.55	1.51	0.66	0.66	0.24	0.46	0.16
Avail Cap(c_a), veh/h	112	623	586	104	615	629	112	563	576	210	1337	596
HCM Platoon Ratio	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	0.78	0.78	0.78
Uniform Delay (d), s/veh	42.1	28.9	28.9	42.9	27.0	27.0	42.1	26.1	26.1	35.8	20.6	18.0
Incr Delay (d2), s/veh	135.6	10.5	11.1	9.1	0.9	0.9	270.8	6.0	5.9	0.2	0.9	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	6.7	10.7	10.2	1.3	4.9	5.1	10.9	7.6	7.7	1.0	4.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.7	39.4	40.1	52.0	27.9	27.9	312.9	32.1	32.0	36.0	21.5	18.5
LnGrp LOS	F	D	D	D	C	C	F	C	C	D	C	B
Approach Vol, veh/h		1038			603			922			763	
Approach Delay, s/veh		57.0			30.0			83.5			22.1	
Approach LOS		E			C			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	32.9	10.0	39.4	10.0	30.6	15.5	33.9
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 5.4	32.4	* 5.8	28.8	* 5.8	32.0	5.3	* 29
Max Q Clear Time (g_c+I1), s	4.7	24.9	7.8	14.0	7.8	14.0	4.4	18.7
Green Ext Time (p_c), s	0.0	3.5	0.0	4.6	0.0	3.2	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	317	189	183	201	170
Future Volume (veh/h)	177	317	189	183	201	170
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	199	356	212	206	226	191
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	390	610	381	669	292	929
Arrive On Green	0.22	0.22	0.21	0.21	0.17	0.51
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	199	356	212	206	226	191
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	3.4	4.0	3.5	3.0	4.2	1.9
Cycle Q Clear(g_c), s	3.4	4.0	3.5	3.0	4.2	1.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	390	610	381	669	292	929
V/C Ratio(X)	0.51	0.58	0.56	0.31	0.77	0.21
Avail Cap(c_a), veh/h	920	1442	966	1166	537	1772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	11.7	12.0	6.3	13.5	4.6
Incr Delay (d2), s/veh	1.0	0.9	1.3	0.3	4.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	1.2	1.1	1.6	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	12.6	13.3	6.5	17.9	4.7
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	555		418			417
Approach Delay, s/veh	12.6		10.0			11.8
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.2	11.6			21.8	12.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	6.2	5.5			3.9	6.0
Green Ext Time (p_c), s	0.2	1.6			1.1	1.7

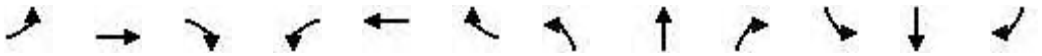
Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	448	532	375	93	11
Future Volume (veh/h)	43	448	532	375	93	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	47	487	578	408	101	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	90	2113	839	592	241	215
Arrive On Green	0.05	0.61	0.43	0.43	0.14	0.14
Sat Flow, veh/h	1734	3551	2029	1368	1734	1543
Grp Volume(v), veh/h	47	487	516	470	101	12
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1575	1734	1543
Q Serve(g_s), s	0.9	2.3	8.7	8.7	1.9	0.2
Cycle Q Clear(g_c), s	0.9	2.3	8.7	8.7	1.9	0.2
Prop In Lane	1.00			0.87	1.00	1.00
Lane Grp Cap(c), veh/h	90	2113	750	682	241	215
V/C Ratio(X)	0.52	0.23	0.69	0.69	0.42	0.06
Avail Cap(c_a), veh/h	265	3032	1035	942	941	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	3.2	8.2	8.2	14.1	13.4
Incr Delay (d2), s/veh	4.6	0.1	1.1	1.2	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	2.3	2.1	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	3.2	9.4	9.5	15.3	13.5
LnGrp LOS	C	A	A	A	B	B
Approach Vol, veh/h		534	986		113	
Approach Delay, s/veh		4.8	9.4		15.1	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			26.4		9.5	6.4	20.1
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			31.5		19.5	5.5	21.5
Max Q Clear Time (g_c+I1), s			4.3		3.9	2.9	10.7
Green Ext Time (p_c), s			3.5		0.2	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	962	0	0	495	403	31	3	358	0	0	0
Future Volume (veh/h)	320	962	0	0	495	403	31	3	358	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	372	1119	0	0	576	469	0	0	457			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	476	2267	0	0	793	645	0	328	556			
Arrive On Green	0.14	0.66	0.00	0.00	0.44	0.44	0.00	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1903	1474	0	1821	3087			
Grp Volume(v), veh/h	372	1119	0	0	550	495	0	0	457			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1556	0	1821	1543			
Q Serve(g_s), s	6.6	10.2	0.0	0.0	16.2	16.3	0.0	0.0	8.8			
Cycle Q Clear(g_c), s	6.6	10.2	0.0	0.0	16.2	16.3	0.0	0.0	8.8			
Prop In Lane	1.00		0.00	0.00		0.95	0.00		1.00			
Lane Grp Cap(c), veh/h	476	2267	0	0	757	681	0	328	556			
V/C Ratio(X)	0.78	0.49	0.00	0.00	0.73	0.73	0.00	0.00	0.82			
Avail Cap(c_a), veh/h	777	2899	0	0	919	826	0	526	892			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	25.7	5.4	0.0	0.0	14.4	14.4	0.0	0.0	24.4			
Incr Delay (d2), s/veh	1.1	0.1	0.0	0.0	3.0	3.4	0.0	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	2.5	0.0	0.0	6.1	5.6	0.0	0.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	5.5	0.0	0.0	17.4	17.7	0.0	0.0	25.9			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1491			1045			457				
Approach Delay, s/veh		10.8			17.6			25.9				
Approach LOS		B			B			C				

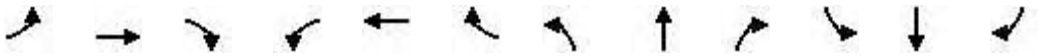
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	13.5	32.2		16.3		45.7			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 14	32.9		17.9		51.9			
Max Q Clear Time (g_c+I1), s	8.6	18.3		10.8		12.2			
Green Ext Time (p_c), s	0.2	8.9		0.3		6.7			

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	65	220	118	30	81	6	112	85	301	321	25
Future Volume (veh/h)	343	65	220	118	30	81	6	112	85	301	321	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	377	71	242	130	33	89	7	123	93	331	353	27
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	554	146	498	386	160	431	16	160	121	386	634	48
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.01	0.17	0.17	0.22	0.38	0.38
Sat Flow, veh/h	1269	363	1236	682	396	1069	1734	962	728	1734	1670	128
Grp Volume(v), veh/h	377	0	313	130	0	122	7	0	216	331	0	380
Grp Sat Flow(s),veh/h/ln	1269	0	1599	682	0	1465	1734	0	1690	1734	0	1798
Q Serve(g_s), s	17.9	0.0	9.4	6.7	0.0	3.5	0.3	0.0	7.9	11.9	0.0	10.8
Cycle Q Clear(g_c), s	21.4	0.0	9.4	16.1	0.0	3.5	0.3	0.0	7.9	11.9	0.0	10.8
Prop In Lane	1.00		0.77	1.00		0.73	1.00		0.43	1.00		0.07
Lane Grp Cap(c), veh/h	554	0	645	386	0	591	16	0	281	386	0	683
V/C Ratio(X)	0.68	0.00	0.49	0.34	0.00	0.21	0.44	0.00	0.77	0.86	0.00	0.56
Avail Cap(c_a), veh/h	736	0	874	539	0	801	134	0	534	548	0	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	14.4	20.3	0.0	12.6	32.0	0.0	25.9	24.2	0.0	15.8
Incr Delay (d2), s/veh	1.6	0.0	0.6	0.5	0.0	0.2	18.1	0.0	4.4	9.3	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	5.0	0.0	3.2	1.6	0.0	1.1	0.2	0.0	3.4	5.5	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	14.9	20.9	0.0	12.8	50.1	0.0	30.3	33.5	0.0	16.6
LnGrp LOS	C	A	B	C	A	B	D	A	C	C	A	B
Approach Vol, veh/h		690			252			223			711	
Approach Delay, s/veh		18.3			16.9			30.9			24.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.9	15.3		30.7	5.1	29.1		30.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	20.5		35.5	5.0	36.0		35.5				
Max Q Clear Time (g_c+I1), s	13.9	9.9		23.4	2.3	12.8		18.1				
Green Ext Time (p_c), s	0.6	0.9		2.8	0.0	2.4		1.5				

Intersection Summary			
HCM 6th Ctrl Delay		22.0	
HCM 6th LOS		C	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	189	121	50	79	641	62
Future Volume (veh/h)	189	121	50	79	641	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	210	134	56	88	712	69
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	293	260	94	1188	832	81
Arrive On Green	0.17	0.17	0.05	0.65	0.51	0.51
Sat Flow, veh/h	1734	1543	1734	1821	1634	158
Grp Volume(v), veh/h	210	134	56	88	0	781
Grp Sat Flow(s),veh/h/ln	1734	1543	1734	1821	0	1793
Q Serve(g_s), s	5.8	4.0	1.6	0.9	0.0	19.1
Cycle Q Clear(g_c), s	5.8	4.0	1.6	0.9	0.0	19.1
Prop In Lane	1.00	1.00	1.00			0.09
Lane Grp Cap(c), veh/h	293	260	94	1188	0	913
V/C Ratio(X)	0.72	0.51	0.60	0.07	0.00	0.86
Avail Cap(c_a), veh/h	624	555	176	1552	0	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	19.0	23.3	3.2	0.0	10.7
Incr Delay (d2), s/veh	3.3	1.6	6.0	0.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.1	0.8	0.2	0.0	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.1	20.6	29.3	3.2	0.0	15.8
LnGrp LOS	C	C	C	A	A	B
Approach Vol, veh/h	344			144	781	
Approach Delay, s/veh	22.1			13.4	15.8	
Approach LOS	C			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.3		13.0	7.2	30.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.9		18.1	5.1	33.3
Max Q Clear Time (g_c+I1), s		2.9		7.8	3.6	21.1
Green Ext Time (p_c), s		0.5		0.8	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	757	70	18	685	40	17	45	32	311	355	63
Future Volume (veh/h)	0	757	70	18	685	40	17	45	32	311	355	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	832	77	20	753	44	19	49	35	342	390	69
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1778	165	51	1737	100	108	62	44	486	422	75
Arrive On Green	0.00	0.56	0.56	0.56	0.56	0.56	0.06	0.06	0.06	0.28	0.28	0.28
Sat Flow, veh/h	0	3293	296	46	3129	181	1734	988	706	1734	1507	267
Grp Volume(v), veh/h	0	450	459	422	0	395	19	0	84	342	0	459
Grp Sat Flow(s),veh/h/ln	0	1730	1768	1731	0	1625	1734	0	1694	1734	0	1773
Q Serve(g_s), s	0.0	23.4	23.4	0.0	0.0	21.4	1.6	0.0	7.3	26.5	0.0	37.7
Cycle Q Clear(g_c), s	0.0	23.4	23.4	20.1	0.0	21.4	1.6	0.0	7.3	26.5	0.0	37.7
Prop In Lane	0.00		0.17	0.05		0.11	1.00		0.42	1.00		0.15
Lane Grp Cap(c), veh/h	0	961	982	986	0	902	108	0	106	486	0	497
V/C Ratio(X)	0.00	0.47	0.47	0.43	0.00	0.44	0.18	0.00	0.79	0.70	0.00	0.92
Avail Cap(c_a), veh/h	0	961	982	986	0	902	201	0	197	693	0	708
HCM Platoon Ratio	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	1.00	1.00	0.96	0.00	0.96	1.00	0.00	1.00	0.56	0.00	0.56
Uniform Delay (d), s/veh	0.0	20.0	20.0	19.3	0.0	19.6	66.7	0.0	69.4	48.4	0.0	52.4
Incr Delay (d2), s/veh	0.0	1.6	1.6	1.3	0.0	1.5	0.3	0.0	5.0	0.4	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	0.0	10.0	10.2	9.0	0.0	8.6	0.7	0.0	3.3	11.6	0.0	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.7	21.6	20.6	0.0	21.1	66.9	0.0	74.4	48.8	0.0	59.6
LnGrp LOS	A	C	C	C	A	C	E	A	E	D	A	E
Approach Vol, veh/h		909			817			103			801	
Approach Delay, s/veh		21.7			20.8			73.0			55.0	
Approach LOS		C			C			E			D	

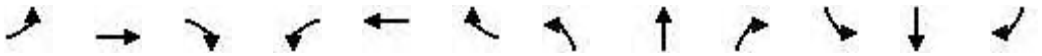
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	88.4	47.2	88.4	14.5
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	57.4	59.9	57.4	17.4
Max Q Clear Time (g_c+I1), s	23.4	39.7	25.4	9.3
Green Ext Time (p_c), s	3.8	2.3	4.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

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

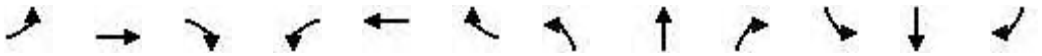
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	455	155	71	632	41	201	54	102	195	276	14
Future Volume (veh/h)	9	455	155	71	632	41	201	54	102	195	276	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	9	460	157	72	638	41	203	55	103	197	279	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	626	212	106	1025	457	253	389	330	246	361	18
Arrive On Green	0.01	0.25	0.25	0.06	0.30	0.30	0.15	0.21	0.21	0.14	0.21	0.21
Sat Flow, veh/h	1734	2537	859	1734	3460	1543	1734	1821	1543	1734	1719	86
Grp Volume(v), veh/h	9	313	304	72	638	41	203	55	103	197	0	293
Grp Sat Flow(s),veh/h/ln	1734	1730	1666	1734	1730	1543	1734	1821	1543	1734	0	1806
Q Serve(g_s), s	0.3	8.9	9.0	2.2	8.5	1.0	6.1	1.3	3.0	5.9	0.0	8.2
Cycle Q Clear(g_c), s	0.3	8.9	9.0	2.2	8.5	1.0	6.1	1.3	3.0	5.9	0.0	8.2
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	20	427	411	106	1025	457	253	389	330	246	0	379
V/C Ratio(X)	0.44	0.73	0.74	0.68	0.62	0.09	0.80	0.14	0.31	0.80	0.00	0.77
Avail Cap(c_a), veh/h	162	582	561	162	1164	519	340	630	534	340	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	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	18.5	18.6	24.6	16.2	13.6	22.1	17.1	17.7	22.2	0.0	19.9
Incr Delay (d2), s/veh	14.4	3.1	3.4	7.3	0.8	0.1	9.7	0.2	0.5	9.1	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	0.2	3.5	3.5	1.0	3.1	0.3	2.9	0.5	1.0	2.8	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	21.6	22.0	31.8	17.1	13.7	31.8	17.2	18.3	31.3	0.0	23.3
LnGrp LOS	D	C	C	C	B	B	C	B	B	C	A	C
Approach Vol, veh/h		626			751			361			490	
Approach Delay, s/veh		22.1			18.3			25.7			26.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	15.9	7.8	17.7	12.3	15.7	5.1	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	18.5	5.0	18.0	10.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.9	5.0	4.2	11.0	8.1	10.2	2.3	10.5
Green Ext Time (p_c), s	0.1	0.4	0.0	2.2	0.1	1.0	0.0	2.6

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



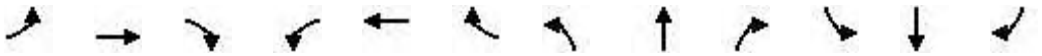
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	551	205	274	466	0	0	0	0	491	2	268
Future Volume (veh/h)	0	551	205	274	466	0	0	0	0	491	2	268
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	599	223	298	507	0				534	2	291
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	908	330	334	1781	0				581	2	519
Arrive On Green	0.00	0.25	0.25	0.19	0.51	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3757	1307	1734	3551	0				1728	6	1543
Grp Volume(v), veh/h	0	551	271	298	507	0				536	0	291
Grp Sat Flow(s),veh/h/ln	0	1657	1586	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	12.2	12.6	13.7	6.8	0.0				24.3	0.0	12.6
Cycle Q Clear(g_c), s	0.0	12.2	12.6	13.7	6.8	0.0				24.3	0.0	12.6
Prop In Lane	0.00		0.82	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	838	401	334	1781	0				583	0	519
V/C Ratio(X)	0.00	0.66	0.67	0.89	0.28	0.00				0.92	0.00	0.56
Avail Cap(c_a), veh/h	0	1077	515	352	2067	0				613	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.4	27.6	32.2	11.3	0.0				26.1	0.0	22.2
Incr Delay (d2), s/veh	0.0	1.6	3.7	22.2	0.1	0.0				18.7	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	5.0	7.6	2.5	0.0				12.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.0	31.2	54.4	11.4	0.0				44.8	0.0	23.4
LnGrp LOS	A	C	C	D	B	A				D	A	C
Approach Vol, veh/h		822			805						827	
Approach Delay, s/veh		29.7			27.3						37.2	
Approach LOS		C			C						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		48.2		33.6	21.4	26.8						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		48.9		28.9	* 17	26.6						
Max Q Clear Time (g_c+I1), s		8.8		26.3	15.7	14.6						
Green Ext Time (p_c), s		6.4		1.2	0.1	6.1						

Intersection Summary												
HCM 6th Ctrl Delay			31.5									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	856	0	0	524	366	217	2	245	0	0	0
Future Volume (veh/h)	218	856	0	0	524	366	217	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	240	941	0	0	576	402	238	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	274	2038	0	0	657	459	362	3	325			
Arrive On Green	0.16	0.59	0.00	0.00	0.34	0.34	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	2038	1359	1721	14	1543			
Grp Volume(v), veh/h	240	941	0	0	512	466	240	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1576	1735	0	1543			
Q Serve(g_s), s	8.2	9.3	0.0	0.0	16.9	16.9	7.7	0.0	10.1			
Cycle Q Clear(g_c), s	8.2	9.3	0.0	0.0	16.9	16.9	7.7	0.0	10.1			
Prop In Lane	1.00		0.00	0.00		0.86	0.99		1.00			
Lane Grp Cap(c), veh/h	274	2038	0	0	584	532	365	0	325			
V/C Ratio(X)	0.88	0.46	0.00	0.00	0.88	0.88	0.66	0.00	0.83			
Avail Cap(c_a), veh/h	274	2070	0	0	600	547	468	0	416			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.0	7.1	0.0	0.0	19.0	19.0	22.0	0.0	23.0			
Incr Delay (d2), s/veh	25.0	0.3	0.0	0.0	14.2	15.3	1.0	0.0	8.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	2.7	0.0	0.0	8.3	7.8	3.0	0.0	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	7.3	0.0	0.0	33.1	34.3	23.0	0.0	31.4			
LnGrp LOS	D	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1181			978			509				
Approach Delay, s/veh		16.0			33.7			27.4				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	15.3	26.6		18.9		41.9			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 9.6	21.1		16.4		36.4			
Max Q Clear Time (g_c+I1), s	10.2	18.9		12.1		11.3			
Green Ext Time (p_c), s	0.0	1.6		0.7		11.4			

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	570	190	73	502	47	118	606	77	53	730	159
Future Volume (veh/h)	129	570	190	73	502	47	118	606	77	53	730	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	145	640	213	82	564	53	133	681	87	60	820	179
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	112	751	250	104	928	87	112	984	126	219	1334	595
Arrive On Green	0.06	0.29	0.29	0.06	0.29	0.29	0.06	0.32	0.32	0.13	0.39	0.39
Sat Flow, veh/h	1734	2550	848	1734	3197	300	1734	3086	394	1734	3460	1543
Grp Volume(v), veh/h	145	434	419	82	305	312	133	381	387	60	820	179
Grp Sat Flow(s),veh/h/ln	1734	1730	1668	1734	1730	1767	1734	1730	1750	1734	1730	1543
Q Serve(g_s), s	5.8	21.3	21.3	4.2	13.7	13.7	5.8	17.3	17.4	2.8	17.2	7.3
Cycle Q Clear(g_c), s	5.8	21.3	21.3	4.2	13.7	13.7	5.8	17.3	17.4	2.8	17.2	7.3
Prop In Lane	1.00		0.51	1.00		0.17	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	112	509	491	104	502	513	112	552	558	219	1334	595
V/C Ratio(X)	1.30	0.85	0.85	0.79	0.61	0.61	1.19	0.69	0.69	0.27	0.61	0.30
Avail Cap(c_a), veh/h	112	590	569	137	615	628	112	552	558	219	1334	595
HCM Platoon Ratio	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	0.70	0.70	0.70
Uniform Delay (d), s/veh	42.1	29.9	29.9	41.7	27.5	27.5	42.1	26.8	26.8	35.6	22.3	19.2
Incr Delay (d2), s/veh	184.7	10.3	10.7	14.6	1.2	1.2	144.9	7.0	6.9	0.2	1.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	10.0	9.7	2.2	5.7	5.8	6.9	8.0	8.1	1.2	7.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.8	40.2	40.6	56.3	28.7	28.7	187.0	33.7	33.7	35.7	23.8	20.1
LnGrp LOS	F	D	D	E	C	C	F	C	C	D	C	C
Approach Vol, veh/h		998			699			901			1059	
Approach Delay, s/veh		67.5			32.0			56.4			23.8	
Approach LOS		E			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	31.1	10.0	39.3	10.0	30.7	16.0	33.3
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 7.1	30.7	* 5.8	28.8	* 5.8	32.0	5.9	* 29
Max Q Clear Time (g_c+I1), s	6.2	23.3	7.8	19.2	7.8	15.7	4.8	19.4
Green Ext Time (p_c), s	0.0	3.2	0.0	4.9	0.0	3.5	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

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

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	357	194	101	783	264	203
Future Volume (veh/h)	357	194	101	783	264	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	380	206	107	833	281	216
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	445	697	594	900	332	1079
Arrive On Green	0.26	0.26	0.33	0.33	0.19	0.59
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	380	206	107	833	281	216
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	12.5	3.6	2.5	19.5	9.3	3.3
Cycle Q Clear(g_c), s	12.5	3.6	2.5	19.5	9.3	3.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	445	697	594	900	332	1079
V/C Ratio(X)	0.85	0.30	0.18	0.93	0.85	0.20
Avail Cap(c_a), veh/h	537	841	594	900	392	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	17.9	14.4	9.3	23.3	5.6
Incr Delay (d2), s/veh	10.9	0.2	0.1	15.2	13.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	1.1	1.0	15.2	4.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.1	18.1	14.6	24.4	37.3	5.7
LnGrp LOS	C	B	B	C	D	A
Approach Vol, veh/h	586		940			497
Approach Delay, s/veh	27.2		23.3			23.6
Approach LOS	C		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.9	24.0			39.9	19.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.5	19.5			37.5	18.5
Max Q Clear Time (g_c+I1), s	11.3	21.5			5.3	14.5
Green Ext Time (p_c), s	0.2	0.0			1.3	0.9

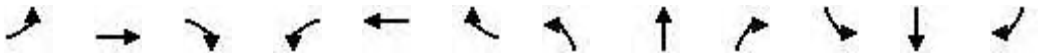
Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	710	879	94	375	43
Future Volume (veh/h)	11	710	879	94	375	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	12	772	955	102	408	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	1779	1257	134	496	441
Arrive On Green	0.02	0.51	0.40	0.40	0.29	0.29
Sat Flow, veh/h	1734	3551	3245	337	1734	1543
Grp Volume(v), veh/h	12	772	524	533	408	47
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1761	1734	1543
Q Serve(g_s), s	0.3	6.3	11.7	11.7	9.9	1.0
Cycle Q Clear(g_c), s	0.3	6.3	11.7	11.7	9.9	1.0
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	27	1779	689	702	496	441
V/C Ratio(X)	0.45	0.43	0.76	0.76	0.82	0.11
Avail Cap(c_a), veh/h	193	2409	839	854	760	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	6.8	11.7	11.7	15.0	11.8
Incr Delay (d2), s/veh	11.2	0.2	3.3	3.2	4.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	4.1	4.2	3.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.1	7.0	15.0	14.9	19.4	11.9
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		784	1057		455	
Approach Delay, s/veh		7.4	14.9		18.6	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			27.6		17.3	5.2	22.4
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			31.3		19.7	5.0	21.8
Max Q Clear Time (g_c+I1), s			8.3		11.9	2.3	13.7
Green Ext Time (p_c), s			5.7		1.0	0.0	4.2

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



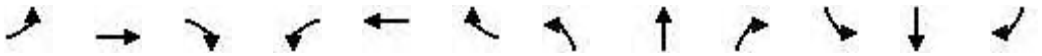
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	176	40	32	429	80	106	85	21	40	51	22
Future Volume (veh/h)	0	176	40	32	429	80	106	85	21	40	51	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	193	44	35	471	88	116	93	23	44	56	24
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	750	167	91	1274	250	202	210	52	173	180	77
Arrive On Green	0.00	0.27	0.27	0.46	0.46	0.46	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	0	2902	627	200	2786	548	1319	1410	349	1276	1209	518
Grp Volume(v), veh/h	0	117	120	317	0	277	116	0	116	44	0	80
Grp Sat Flow(s),veh/h/ln	0	1730	1708	1811	0	1723	1319	0	1758	1276	0	1728
Q Serve(g_s), s	0.0	6.4	6.6	13.8	0.0	12.5	10.3	0.0	7.2	3.9	0.0	5.0
Cycle Q Clear(g_c), s	0.0	6.4	6.6	13.8	0.0	12.5	15.3	0.0	7.2	11.1	0.0	5.0
Prop In Lane	0.00		0.37	0.11		0.32	1.00		0.20	1.00		0.30
Lane Grp Cap(c), veh/h	0	461	456	828	0	787	202	0	261	173	0	257
V/C Ratio(X)	0.00	0.25	0.26	0.38	0.00	0.35	0.58	0.00	0.44	0.25	0.00	0.31
Avail Cap(c_a), veh/h	0	461	456	828	0	787	422	0	555	386	0	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)	0.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	0.96	0.00	0.96
Uniform Delay (d), s/veh	0.0	34.6	34.7	21.4	0.0	21.1	52.4	0.0	46.6	51.6	0.0	45.6
Incr Delay (d2), s/veh	0.0	1.3	1.4	1.3	0.0	1.2	1.0	0.0	0.4	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	0.0	2.9	3.0	6.2	0.0	5.3	3.5	0.0	3.2	1.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.9	36.1	22.8	0.0	22.3	53.4	0.0	47.0	51.9	0.0	45.8
LnGrp LOS	A	D	D	C	A	C	D	A	D	D	A	D
Approach Vol, veh/h		237			594			232			124	
Approach Delay, s/veh		36.0			22.5			50.2			48.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		22.9		37.1		22.9				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		34.8		37.9		32.0		37.9				
Max Q Clear Time (g_c+I1), s		15.8		13.1		8.6		17.3				
Green Ext Time (p_c), s		2.3		0.3		0.8		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			33.3									
HCM 6th LOS			C									

Notes

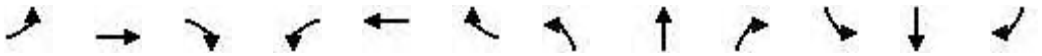
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	82	23	362	118	67	43	168	288	21	94	7
Future Volume (veh/h)	6	82	23	362	118	67	43	168	288	21	94	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	7	92	26	407	133	75	48	189	324	24	106	8
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	16	207	56	463	730	388	77	212	363	47	558	42
Arrive On Green	0.01	0.08	0.08	0.27	0.33	0.33	0.04	0.35	0.35	0.03	0.33	0.33
Sat Flow, veh/h	1734	2687	732	1734	2181	1161	1734	602	1033	1734	1672	126
Grp Volume(v), veh/h	7	58	60	407	104	104	48	0	513	24	0	114
Grp Sat Flow(s),veh/h/ln	1734	1730	1689	1734	1730	1612	1734	0	1635	1734	0	1798
Q Serve(g_s), s	0.3	2.1	2.2	14.6	2.8	3.0	1.8	0.0	19.2	0.9	0.0	2.9
Cycle Q Clear(g_c), s	0.3	2.1	2.2	14.6	2.8	3.0	1.8	0.0	19.2	0.9	0.0	2.9
Prop In Lane	1.00		0.43	1.00		0.72	1.00		0.63	1.00		0.07
Lane Grp Cap(c), veh/h	16	133	130	463	579	539	77	0	575	47	0	600
V/C Ratio(X)	0.44	0.44	0.46	0.88	0.18	0.19	0.62	0.00	0.89	0.51	0.00	0.19
Avail Cap(c_a), veh/h	134	481	469	608	953	888	182	0	664	134	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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	28.6	28.6	22.8	15.3	15.3	30.4	0.0	19.9	31.1	0.0	15.4
Incr Delay (d2), s/veh	18.1	2.2	2.5	11.3	0.1	0.2	7.8	0.0	13.2	8.3	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	0.2	0.9	0.9	7.0	1.0	1.0	0.9	0.0	8.7	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	30.8	31.2	34.1	15.4	15.5	38.2	0.0	33.0	39.4	0.0	15.5
LnGrp LOS	D	C	C	C	B	B	D	A	C	D	A	B
Approach Vol, veh/h		125			615			561			138	
Approach Delay, s/veh		32.0			27.8			33.5			19.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	27.3	21.8	9.5	7.4	26.1	5.1	26.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	26.3	22.7	18.0	6.8	24.5	5.0	35.7
Max Q Clear Time (g_c+I1), s	2.9	21.2	16.6	4.2	3.8	4.9	2.3	5.0
Green Ext Time (p_c), s	0.0	1.6	0.7	0.4	0.0	0.5	0.0	1.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	372	38	222	336	0	0	0	0	316	0	221
Future Volume (veh/h)	0	372	38	222	336	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	418	43	249	378	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	954	97	305	1713	0				463	0	412
Arrive On Green	0.00	0.21	0.21	0.18	0.49	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4751	465	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	300	161	249	378	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1738	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	4.0	4.1	7.1	3.2	0.0				9.7	0.0	7.2
Cycle Q Clear(g_c), s	0.0	4.0	4.1	7.1	3.2	0.0				9.7	0.0	7.2
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	689	361	305	1713	0				463	0	412
V/C Ratio(X)	0.00	0.44	0.44	0.82	0.22	0.00				0.77	0.00	0.60
Avail Cap(c_a), veh/h	0	1738	911	517	3232	0				673	0	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	17.7	20.3	7.3	0.0				17.3	0.0	16.4
Incr Delay (d2), s/veh	0.0	0.7	1.5	2.1	0.1	0.0				3.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.6	2.7	0.9	0.0				3.8	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.4	19.2	22.4	7.5	0.0				20.5	0.0	17.8
LnGrp LOS	A	B	B	C	A	A				C	A	B
Approach Vol, veh/h		461			627						603	
Approach Delay, s/veh		18.7			13.4						19.4	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		31.5		19.8	14.7	16.8						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		47.9		19.9	* 15	26.9						
Max Q Clear Time (g_c+I1), s		5.2		11.7	9.1	6.1						
Green Ext Time (p_c), s		4.6		2.0	0.2	4.5						

Intersection Summary		
HCM 6th Ctrl Delay		17.0
HCM 6th LOS		B

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	222	158	183	114	135
Future Volume (veh/h)	177	222	158	183	114	135
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	199	249	178	206	128	152
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	362	567	421	357	190	894
Arrive On Green	0.21	0.21	0.23	0.23	0.11	0.49
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	199	249	178	206	128	152
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	3.1	2.4	2.5	3.5	2.1	1.4
Cycle Q Clear(g_c), s	3.1	2.4	2.5	3.5	2.1	1.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	362	567	421	357	190	894
V/C Ratio(X)	0.55	0.44	0.42	0.58	0.67	0.17
Avail Cap(c_a), veh/h	1042	1633	1095	928	319	1703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	10.3	9.8	10.2	12.8	4.2
Incr Delay (d2), s/veh	1.3	0.5	0.7	1.5	4.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.5	0.8	1.0	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	10.9	10.5	11.7	17.0	4.3
LnGrp LOS	B	B	B	B	B	A
Approach Vol, veh/h	448		384			280
Approach Delay, s/veh	11.3		11.1			10.1
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	11.4			19.2	10.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	4.1	5.5			3.4	5.1
Green Ext Time (p_c), s	0.0	1.4			0.8	1.3

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	167	217	439	135	11
Future Volume (veh/h)	43	167	217	439	135	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	47	182	236	477	147	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	91	2036	698	623	256	227
Arrive On Green	0.05	0.59	0.40	0.40	0.15	0.15
Sat Flow, veh/h	1734	3551	1821	1543	1734	1543
Grp Volume(v), veh/h	47	182	236	477	147	12
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1734	1543
Q Serve(g_s), s	0.9	0.8	3.2	9.1	2.7	0.2
Cycle Q Clear(g_c), s	0.9	0.8	3.2	9.1	2.7	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	91	2036	698	623	256	227
V/C Ratio(X)	0.51	0.09	0.34	0.77	0.58	0.05
Avail Cap(c_a), veh/h	280	2844	914	815	916	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	3.0	7.0	8.8	13.5	12.5
Incr Delay (d2), s/veh	4.4	0.0	0.3	3.2	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.8	2.5	1.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	3.1	7.3	12.0	15.6	12.6
LnGrp LOS	C	A	A	B	B	B
Approach Vol, veh/h		229	713		159	
Approach Delay, s/veh		6.6	10.4		15.3	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			24.5		9.5	6.3	18.3
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s			2.8		4.7	2.9	11.1
Green Ext Time (p_c), s			1.1		0.3	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

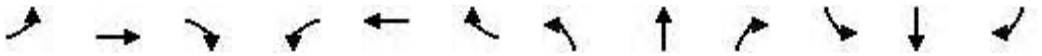
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	601	132	18	271	20	66	28	32	170	238	64
Future Volume (veh/h)	0	601	132	18	271	20	66	28	32	170	238	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	660	145	20	298	22	73	31	35	187	262	70
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	844	185	64	987	76	151	202	229	365	359	96
Arrive On Green	0.00	0.30	0.30	0.31	0.31	0.31	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	0	2912	619	202	3143	243	1048	781	882	1335	1385	370
Grp Volume(v), veh/h	0	405	400	179	0	161	73	0	66	187	0	332
Grp Sat Flow(s),veh/h/ln	0	1730	1710	1811	0	1777	1048	0	1662	1335	0	1755
Q Serve(g_s), s	0.0	25.7	25.7	9.0	0.0	8.2	8.2	0.0	3.7	15.1	0.0	20.7
Cycle Q Clear(g_c), s	0.0	25.7	25.7	9.0	0.0	8.2	29.0	0.0	3.7	18.7	0.0	20.7
Prop In Lane	0.00		0.36	0.11		0.14	1.00		0.53	1.00		0.21
Lane Grp Cap(c), veh/h	0	518	511	569	0	558	151	0	431	365	0	455
V/C Ratio(X)	0.00	0.78	0.78	0.31	0.00	0.29	0.48	0.00	0.15	0.51	0.00	0.73
Avail Cap(c_a), veh/h	0	518	511	569	0	558	194	0	500	421	0	528
HCM Platoon Ratio	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	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	0.76	0.00	0.76
Uniform Delay (d), s/veh	0.0	38.5	38.5	31.3	0.0	31.0	53.8	0.0	34.3	41.5	0.0	40.6
Incr Delay (d2), s/veh	0.0	11.2	11.4	1.4	0.0	1.3	0.9	0.0	0.1	0.3	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.4	12.3	4.2	0.0	3.7	2.2	0.0	1.5	5.0	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.6	49.9	32.7	0.0	32.3	54.7	0.0	34.3	41.8	0.0	43.1
LnGrp LOS	A	D	D	C	A	C	D	A	C	D	A	D
Approach Vol, veh/h		805			340			139			519	
Approach Delay, s/veh		49.7			32.5			45.1			42.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	42.8	36.2	41.0	36.2
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	32.7	36.1	35.9	36.1
Max Q Clear Time (g_c+I1), s	11.0	22.7	27.7	31.0
Green Ext Time (p_c), s	1.2	1.4	2.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

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



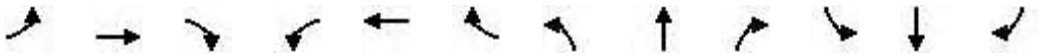
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	210	56	70	129	44	27	81	101	153	260	17
Future Volume (veh/h)	11	210	56	70	129	44	27	81	101	153	260	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	212	57	71	130	44	27	82	102	155	263	17
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	428	112	121	342	111	57	131	163	195	436	28
Arrive On Green	0.09	0.16	0.16	0.07	0.13	0.13	0.03	0.18	0.18	0.11	0.26	0.26
Sat Flow, veh/h	1734	2711	712	1734	2565	836	1734	738	918	1734	1692	109
Grp Volume(v), veh/h	11	133	136	71	86	88	27	0	184	155	0	280
Grp Sat Flow(s),veh/h/ln	1734	1730	1693	1734	1730	1671	1734	0	1656	1734	0	1801
Q Serve(g_s), s	0.2	2.6	2.7	1.5	1.7	1.8	0.6	0.0	3.8	3.3	0.0	5.1
Cycle Q Clear(g_c), s	0.2	2.6	2.7	1.5	1.7	1.8	0.6	0.0	3.8	3.3	0.0	5.1
Prop In Lane	1.00		0.42	1.00		0.50	1.00		0.55	1.00		0.06
Lane Grp Cap(c), veh/h	164	273	267	121	231	223	57	0	294	195	0	464
V/C Ratio(X)	0.07	0.49	0.51	0.59	0.37	0.40	0.48	0.00	0.63	0.79	0.00	0.60
Avail Cap(c_a), veh/h	232	834	816	232	834	806	232	0	821	256	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	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	15.4	14.3	14.4	16.8	14.8	14.8	17.7	0.0	14.2	16.1	0.0	12.2
Incr Delay (d2), s/veh	0.2	1.4	1.5	4.5	1.0	1.1	6.1	0.0	2.2	12.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	1.0	0.7	0.6	0.6	0.3	0.0	1.3	1.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	15.7	15.9	21.3	15.8	15.9	23.8	0.0	16.4	28.1	0.0	13.5
LnGrp LOS	B	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		280			245			211			435	
Approach Delay, s/veh		15.8			17.4			17.3			18.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	11.1	7.1	10.4	5.7	14.1	8.0	9.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.3	5.8	3.5	4.7	2.6	7.1	2.2	3.8
Green Ext Time (p_c), s	0.0	0.8	0.0	1.2	0.0	1.2	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	356	130	274	166	0	0	0	0	487	2	63
Future Volume (veh/h)	0	356	130	274	166	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	387	141	298	180	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	727	253	341	1655	0				600	2	535
Arrive On Green	0.00	0.20	0.20	0.20	0.48	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3806	1266	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	350	178	298	180	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1593	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	6.6	7.0	11.6	2.0	0.0				20.1	0.0	2.1
Cycle Q Clear(g_c), s	0.0	6.6	7.0	11.6	2.0	0.0				20.1	0.0	2.1
Prop In Lane	0.00		0.79	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	662	318	341	1655	0				602	0	535
V/C Ratio(X)	0.00	0.53	0.56	0.87	0.11	0.00				0.88	0.00	0.13
Avail Cap(c_a), veh/h	0	1263	607	413	2425	0				718	0	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.0	25.1	27.2	10.0	0.0				21.4	0.0	15.6
Incr Delay (d2), s/veh	0.0	1.1	2.6	14.2	0.0	0.0				11.0	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
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.8	5.9	0.7	0.0				9.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.1	27.8	41.4	10.1	0.0				32.4	0.0	15.7
LnGrp LOS	A	C	C	D	B	A				C	A	B
Approach Vol, veh/h		528			478						599	
Approach Delay, s/veh		26.7			29.6						30.5	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.5		30.3	19.4	20.0						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		48.9		28.9	* 17	26.6						
Max Q Clear Time (g_c+I1), s		4.0		22.1	13.6	9.0						
Green Ext Time (p_c), s		2.1		2.1	0.2	4.9						

Intersection Summary		
HCM 6th Ctrl Delay		29.0
HCM 6th LOS		C

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	357	84	65	783	173	179
Future Volume (veh/h)	357	84	65	783	173	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	380	89	69	833	184	190
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	452	708	638	943	231	1036
Arrive On Green	0.26	0.26	0.35	0.35	0.13	0.57
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	380	89	69	833	184	190
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	10.9	1.3	1.4	18.5	5.4	2.7
Cycle Q Clear(g_c), s	10.9	1.3	1.4	18.5	5.4	2.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	452	708	638	943	231	1036
V/C Ratio(X)	0.84	0.13	0.11	0.88	0.80	0.18
Avail Cap(c_a), veh/h	608	952	638	943	312	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	14.9	11.6	7.6	22.2	5.5
Incr Delay (d2), s/veh	7.8	0.1	0.1	9.9	9.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.4	0.5	12.4	2.7	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	15.0	11.6	17.5	32.1	5.6
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	469		902			374
Approach Delay, s/veh	24.1		17.0			18.6
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.5	23.0			34.5	18.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	18.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	7.4	20.5			4.7	12.9
Green Ext Time (p_c), s	0.1	0.0			1.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	669	599	336	519	43
Future Volume (veh/h)	11	669	599	336	519	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	12	727	651	365	564	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	1573	749	420	637	567
Arrive On Green	0.02	0.45	0.35	0.35	0.37	0.37
Sat Flow, veh/h	1734	3551	2228	1198	1734	1543
Grp Volume(v), veh/h	12	727	527	489	564	47
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1605	1734	1543
Q Serve(g_s), s	0.3	7.3	14.4	14.4	15.4	1.0
Cycle Q Clear(g_c), s	0.3	7.3	14.4	14.4	15.4	1.0
Prop In Lane	1.00			0.75	1.00	1.00
Lane Grp Cap(c), veh/h	27	1573	606	562	637	567
V/C Ratio(X)	0.45	0.46	0.87	0.87	0.89	0.08
Avail Cap(c_a), veh/h	172	1917	633	588	789	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	9.5	15.3	15.3	15.0	10.4
Incr Delay (d2), s/veh	11.5	0.2	12.1	12.9	10.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.2	6.8	6.4	6.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.2	9.7	27.4	28.2	25.1	10.5
LnGrp LOS	D	A	C	C	C	B
Approach Vol, veh/h		739	1016		611	
Approach Delay, s/veh		10.2	27.8		24.0	
Approach LOS		B	C		C	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		27.5		23.1	5.3	22.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		28.0		23.0	5.0	18.5
Max Q Clear Time (g_c+I1), s		9.3		17.4	2.3	16.4
Green Ext Time (p_c), s		4.9		1.2	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	361	13	0	445	568	18	365	488	0	0	0
Future Volume (veh/h)	159	361	13	0	445	568	18	365	488	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	1821	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	185	420	15	0	517	660	21	516	506			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2			
Cap, veh/h	249	1792	64	0	680	606	25	604	534			
Arrive On Green	0.07	0.53	0.53	0.00	0.39	0.39	0.35	0.35	0.35			
Sat Flow, veh/h	3365	3408	121	0	1821	1543	71	1747	1543			
Grp Volume(v), veh/h	185	213	222	0	517	660	537	0	506			
Grp Sat Flow(s),veh/h/ln	1682	1730	1799	0	1730	1543	1818	0	1543			
Q Serve(g_s), s	4.3	5.3	5.3	0.0	20.6	31.3	21.8	0.0	25.4			
Cycle Q Clear(g_c), s	4.3	5.3	5.3	0.0	20.6	31.3	21.8	0.0	25.4			
Prop In Lane	1.00		0.07	0.00		1.00	0.04		1.00			
Lane Grp Cap(c), veh/h	249	910	946	0	680	606	629	0	534			
V/C Ratio(X)	0.74	0.23	0.23	0.00	0.76	1.09	0.85	0.00	0.95			
Avail Cap(c_a), veh/h	249	910	946	0	680	606	637	0	541			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.1	10.2	10.2	0.0	20.9	24.2	24.2	0.0	25.3			
Incr Delay (d2), s/veh	10.1	0.0	0.0	0.0	5.6	62.9	10.3	0.0	25.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	1.9	1.9	0.0	8.8	21.1	10.6	0.0	12.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	10.3	10.3	0.0	26.5	87.1	34.5	0.0	51.1			
LnGrp LOS	D	B	B	A	C	F	C	A	D			
Approach Vol, veh/h		620			1177			1043				
Approach Delay, s/veh		21.0			60.5			42.5				
Approach LOS		C			E			D				

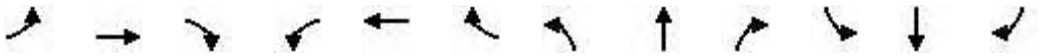
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.6	36.4		32.7		47.0
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1
Max Green Setting (Gmax), s	* 5.9	31.3		27.9		41.9
Max Q Clear Time (g_c+I1), s	6.3	33.3		27.4		7.3
Green Ext Time (p_c), s	0.0	0.0		0.1		1.7

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	22	9	135	57	72	214	110	82	149	128	364
Future Volume (veh/h)	17	22	9	135	57	72	214	110	82	149	128	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	19	24	10	148	63	79	235	121	90	164	141	400
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	347	242	101	395	144	198	489	553	411	780	239	677
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1246	1221	509	1121	727	997	865	970	721	1171	419	1188
Grp Volume(v), veh/h	19	0	34	173	0	117	235	0	211	164	0	541
Grp Sat Flow(s),veh/h/ln	1246	0	1730	1368	0	1478	865	0	1691	1171	0	1607
Q Serve(g_s), s	0.5	0.0	0.6	4.0	0.0	2.7	9.4	0.0	2.4	3.1	0.0	8.5
Cycle Q Clear(g_c), s	3.2	0.0	0.6	4.7	0.0	2.7	17.9	0.0	2.4	5.5	0.0	8.5
Prop In Lane	1.00		0.29	0.86		0.67	1.00		0.43	1.00		0.74
Lane Grp Cap(c), veh/h	347	0	343	444	0	293	489	0	963	780	0	916
V/C Ratio(X)	0.05	0.00	0.10	0.39	0.00	0.40	0.48	0.00	0.22	0.21	0.00	0.59
Avail Cap(c_a), veh/h	680	0	806	825	0	689	729	0	1433	1105	0	1362
HCM Platoon Ratio	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	12.7	14.5	0.0	13.5	11.2	0.0	4.1	5.5	0.0	5.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.6	0.0	0.9	0.7	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	0.1	0.0	0.2	1.2	0.0	0.8	1.4	0.0	0.5	0.5	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	12.8	15.0	0.0	14.4	12.0	0.0	4.2	5.6	0.0	6.0
LnGrp LOS	B	A	B	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		53			290			446			705	
Approach Delay, s/veh		13.6			14.8			8.3			5.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.6		12.2		26.6		12.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.9		18.1		32.9		18.1				
Max Q Clear Time (g_c+I1), s		19.9		5.2		10.5		6.7				
Green Ext Time (p_c), s		2.2		0.1		4.7		1.3				

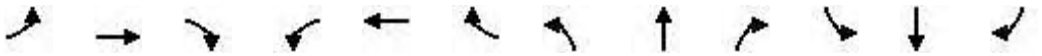
Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	52	149	357	137	216
Future Volume (veh/h)	76	52	149	357	137	216
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	84	58	166	397	152	240
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	196	175	215	1092	211	334
Arrive On Green	0.11	0.11	0.12	0.60	0.33	0.33
Sat Flow, veh/h	1734	1543	1734	1821	636	1004
Grp Volume(v), veh/h	84	58	166	397	0	392
Grp Sat Flow(s),veh/h/ln	1734	1543	1734	1821	0	1640
Q Serve(g_s), s	1.4	1.1	2.9	3.5	0.0	6.6
Cycle Q Clear(g_c), s	1.4	1.1	2.9	3.5	0.0	6.6
Prop In Lane	1.00	1.00	1.00			0.61
Lane Grp Cap(c), veh/h	196	175	215	1092	0	545
V/C Ratio(X)	0.43	0.33	0.77	0.36	0.00	0.72
Avail Cap(c_a), veh/h	996	886	526	1917	0	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	12.8	13.3	3.2	0.0	9.2
Incr Delay (d2), s/veh	1.5	1.1	5.8	0.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	1.2	0.4	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	13.9	19.2	3.4	0.0	11.0
LnGrp LOS	B	B	B	A	A	B
Approach Vol, veh/h	142			563	392	
Approach Delay, s/veh	14.2			8.1	11.0	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.3		8.0	8.4	14.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.0		18.0	9.5	19.0
Max Q Clear Time (g_c+I1), s		5.5		3.4	4.9	8.6
Green Ext Time (p_c), s		2.6		0.3	0.2	1.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	536	40	32	804	223	106	203	21	52	61	39
Future Volume (veh/h)	0	536	40	32	804	223	106	203	21	52	61	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	589	44	35	884	245	116	223	23	57	67	43
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2001	149	73	1550	423	269	252	26	149	89	57
Arrive On Green	0.00	0.61	0.61	0.61	0.61	0.61	0.16	0.16	0.16	0.09	0.09	0.09
Sat Flow, veh/h	0	3355	243	60	2527	690	1734	1624	167	1734	1036	665
Grp Volume(v), veh/h	0	312	321	620	0	544	116	0	246	57	0	110
Grp Sat Flow(s),veh/h/ln	0	1730	1777	1744	0	1533	1734	0	1791	1734	0	1701
Q Serve(g_s), s	0.0	8.9	9.0	0.0	0.0	22.4	6.4	0.0	14.1	3.3	0.0	6.6
Cycle Q Clear(g_c), s	0.0	8.9	9.0	20.9	0.0	22.4	6.4	0.0	14.1	3.3	0.0	6.6
Prop In Lane	0.00		0.14	0.06		0.45	1.00		0.09	1.00		0.39
Lane Grp Cap(c), veh/h	0	1061	1090	1106	0	940	269	0	278	149	0	146
V/C Ratio(X)	0.00	0.29	0.29	0.56	0.00	0.58	0.43	0.00	0.89	0.38	0.00	0.75
Avail Cap(c_a), veh/h	0	1061	1090	1106	0	940	287	0	297	595	0	583
HCM Platoon Ratio	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	1.00	1.00	0.94	0.00	0.94	1.00	0.00	1.00	0.90	0.00	0.90
Uniform Delay (d), s/veh	0.0	9.6	9.6	11.9	0.0	12.2	40.2	0.0	43.4	45.4	0.0	46.9
Incr Delay (d2), s/veh	0.0	0.7	0.7	1.9	0.0	2.4	0.4	0.0	23.5	0.5	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.5	8.5	0.0	7.7	2.7	0.0	8.0	1.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.3	10.3	13.8	0.0	14.6	40.6	0.0	67.0	45.9	0.0	49.5
LnGrp LOS	A	B	B	B	A	B	D	A	E	D	A	D
Approach Vol, veh/h		633			1164			362			167	
Approach Delay, s/veh		10.3			14.2			58.5			48.3	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	69.5	14.1	69.5	21.4
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	36.3	36.0	36.3	17.4
Max Q Clear Time (g_c+I1), s	24.4	8.6	11.0	16.1
Green Ext Time (p_c), s	4.5	0.5	2.6	0.2

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	489	0	0	507	326	351	28	391	0	0	0
Future Volume (veh/h)	287	489	0	0	507	326	351	28	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	305	520	0	0	539	347	521	0	280			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	424	1948	0	0	692	445	809	0	360			
Arrive On Green	0.13	0.56	0.00	0.00	0.34	0.34	0.23	0.00	0.23			
Sat Flow, veh/h	3365	3551	0	0	2110	1299	3469	0	1543			
Grp Volume(v), veh/h	305	520	0	0	462	424	521	0	280			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1587	1734	0	1543			
Q Serve(g_s), s	4.4	3.9	0.0	0.0	12.0	12.0	6.8	0.0	8.5			
Cycle Q Clear(g_c), s	4.4	3.9	0.0	0.0	12.0	12.0	6.8	0.0	8.5			
Prop In Lane	1.00		0.00	0.00		0.82	1.00		1.00			
Lane Grp Cap(c), veh/h	424	1948	0	0	593	544	809	0	360			
V/C Ratio(X)	0.72	0.27	0.00	0.00	0.78	0.78	0.64	0.00	0.78			
Avail Cap(c_a), veh/h	464	2545	0	0	871	800	1248	0	555			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.0	5.6	0.0	0.0	14.7	14.7	17.3	0.0	18.0			
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.0	1.4	1.6	0.3	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	1.0	0.0	0.0	4.2	3.9	2.4	0.0	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	5.7	0.0	0.0	16.2	16.3	17.6	0.0	19.5			
LnGrp LOS	C	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		825			886			801				
Approach Delay, s/veh		12.8			16.2			18.3				
Approach LOS		B			B			B				

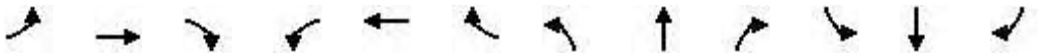
Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.0	22.3		16.8		33.3			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 6.9	25.2		18.0		36.8			
Max Q Clear Time (g_c+I1), s	6.4	14.0		10.5		5.9			
Green Ext Time (p_c), s	0.0	3.2		1.2		2.5			

Intersection Summary			
HCM 6th Ctrl Delay		15.7	
HCM 6th LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

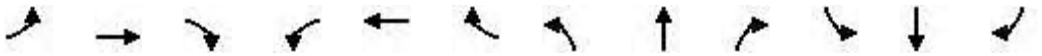
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	533	151	363	306	121	137	232	288	26	100	7
Future Volume (veh/h)	6	533	151	363	306	121	137	232	288	26	100	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	7	599	170	408	344	136	154	261	324	29	112	8
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	15	711	201	452	1794	800	188	441	374	50	273	19
Arrive On Green	0.01	0.27	0.27	0.26	0.52	0.52	0.11	0.24	0.24	0.03	0.16	0.16
Sat Flow, veh/h	1734	2662	754	1734	3460	1543	1734	1821	1543	1734	1680	120
Grp Volume(v), veh/h	7	389	380	408	344	136	154	261	324	29	0	120
Grp Sat Flow(s),veh/h/ln	1734	1730	1685	1734	1730	1543	1734	1821	1543	1734	0	1800
Q Serve(g_s), s	0.4	19.0	19.0	20.3	4.7	4.2	7.8	11.3	18.0	1.5	0.0	5.3
Cycle Q Clear(g_c), s	0.4	19.0	19.0	20.3	4.7	4.2	7.8	11.3	18.0	1.5	0.0	5.3
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	15	462	450	452	1794	800	188	441	374	50	0	292
V/C Ratio(X)	0.45	0.84	0.84	0.90	0.19	0.17	0.82	0.59	0.87	0.58	0.00	0.41
Avail Cap(c_a), veh/h	97	545	531	618	2129	950	266	551	467	99	0	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	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	44.0	30.9	30.9	31.9	11.5	11.3	38.9	29.9	32.4	42.8	0.0	33.5
Incr Delay (d2), s/veh	19.2	10.0	10.5	13.3	0.1	0.1	12.7	1.3	13.4	10.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.0	8.8	9.9	1.7	1.4	3.9	5.0	7.9	0.8	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	40.9	41.4	45.2	11.5	11.4	51.6	31.2	45.8	53.1	0.0	34.5
LnGrp LOS	E	D	D	D	B	B	D	C	D	D	A	C
Approach Vol, veh/h		776			888			739			149	
Approach Delay, s/veh		41.4			27.0			41.9			38.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	26.1	27.7	28.3	14.2	19.0	5.3	50.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	27.0	31.8	28.1	13.7	18.4	5.0	54.9
Max Q Clear Time (g_c+I1), s	3.5	20.0	22.3	21.0	9.8	7.3	2.4	6.7
Green Ext Time (p_c), s	0.0	1.6	0.9	2.8	0.1	0.4	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D



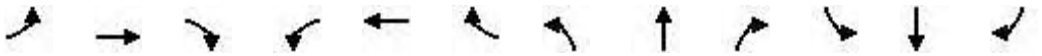
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	640	173	222	536	0	0	0	0	321	0	274
Future Volume (veh/h)	0	640	173	222	536	0	0	0	0	321	0	274
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	719	194	249	602	0				361	0	308
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1207	322	294	1954	0				435	0	387
Arrive On Green	0.00	0.31	0.31	0.17	0.56	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	4071	1041	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	609	304	249	602	0				361	0	308
Grp Sat Flow(s),veh/h/ln	0	1657	1634	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	10.3	10.5	9.2	6.1	0.0				13.0	0.0	12.3
Cycle Q Clear(g_c), s	0.0	10.3	10.5	9.2	6.1	0.0				13.0	0.0	12.3
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1024	505	294	1954	0				435	0	387
V/C Ratio(X)	0.00	0.59	0.60	0.85	0.31	0.00				0.83	0.00	0.80
Avail Cap(c_a), veh/h	0	1399	690	375	2508	0				522	0	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.3	19.4	26.6	7.6	0.0				23.4	0.0	23.2
Incr Delay (d2), s/veh	0.0	1.0	2.0	11.1	0.2	0.0				9.3	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
%ile BackOfQ(50%),veh/ln	0.0	3.8	3.9	4.5	1.9	0.0				6.1	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.3	21.4	37.7	7.7	0.0				32.7	0.0	31.0
LnGrp LOS	A	C	C	D	A	A				C	A	C
Approach Vol, veh/h		913			851						669	
Approach Delay, s/veh		20.7			16.5						32.0	
Approach LOS		C			B						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		43.4		22.7	16.9	26.5						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		47.9		19.9	* 14	27.9						
Max Q Clear Time (g_c+I1), s		8.1		15.0	11.2	12.5						
Green Ext Time (p_c), s		7.9		1.6	0.1	8.0						

Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									

Notes

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



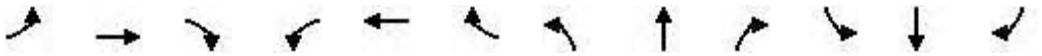
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	681	0	0	604	449	169	3	351	0	0	0
Future Volume (veh/h)	308	681	0	0	604	449	169	3	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	338	748	0	0	664	493	186	3	386			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	373	2300	0	0	729	538	333	5	300			
Arrive On Green	0.22	0.66	0.00	0.00	0.38	0.38	0.19	0.19	0.19			
Sat Flow, veh/h	1734	3551	0	0	1988	1402	1708	28	1543			
Grp Volume(v), veh/h	338	748	0	0	605	552	189	0	386			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1569	1736	0	1543			
Q Serve(g_s), s	16.5	8.0	0.0	0.0	28.8	29.0	8.5	0.0	16.9			
Cycle Q Clear(g_c), s	16.5	8.0	0.0	0.0	28.8	29.0	8.5	0.0	16.9			
Prop In Lane	1.00		0.00	0.00		0.89	0.98		1.00			
Lane Grp Cap(c), veh/h	373	2300	0	0	664	603	338	0	300			
V/C Ratio(X)	0.91	0.33	0.00	0.00	0.91	0.92	0.56	0.00	1.28			
Avail Cap(c_a), veh/h	426	2428	0	0	676	613	338	0	300			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.2	6.2	0.0	0.0	25.3	25.4	31.6	0.0	34.9			
Incr Delay (d2), s/veh	19.8	0.1	0.0	0.0	16.9	18.9	1.3	0.0	151.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.8	2.5	0.0	0.0	14.3	13.3	3.6	0.0	18.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	6.4	0.0	0.0	42.3	44.3	32.9	0.0	185.9			
LnGrp LOS	D	A	A	A	D	D	C	A	F			
Approach Vol, veh/h		1086			1157			575				
Approach Delay, s/veh		20.9			43.2			135.6				
Approach LOS		C			D			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	24.4	39.4		23.0		63.8			
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1			
Max Green Setting (Gmax), s	* 21	33.9		16.9		60.9			
Max Q Clear Time (g_c+I1), s	18.5	31.0		18.9		10.0			
Green Ext Time (p_c), s	0.2	2.3		0.0		10.9			

Intersection Summary									
HCM 6th Ctrl Delay			53.5						
HCM 6th LOS			D						

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	551	260	47	457	41	150	614	56	45	551	83
Future Volume (veh/h)	116	551	260	47	457	41	150	614	56	45	551	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	130	619	292	53	513	46	169	690	63	51	619	93
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	156	616	291	68	704	63	196	999	91	398	1492	665
Arrive On Green	0.09	0.27	0.27	0.04	0.22	0.22	0.11	0.31	0.31	0.30	0.57	0.57
Sat Flow, veh/h	1734	2282	1076	1734	3212	287	1734	3206	292	1734	3460	1543
Grp Volume(v), veh/h	130	469	442	53	276	283	169	372	381	51	619	93
Grp Sat Flow(s),veh/h/ln	1734	1730	1627	1734	1730	1769	1734	1730	1768	1734	1730	1543
Q Serve(g_s), s	8.8	32.4	32.4	3.6	17.8	17.9	11.5	22.6	22.7	2.6	12.0	3.4
Cycle Q Clear(g_c), s	8.8	32.4	32.4	3.6	17.8	17.9	11.5	22.6	22.7	2.6	12.0	3.4
Prop In Lane	1.00		0.66	1.00		0.16	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	156	467	439	68	379	388	196	539	551	398	1492	665
V/C Ratio(X)	0.83	1.00	1.01	0.78	0.73	0.73	0.86	0.69	0.69	0.13	0.41	0.14
Avail Cap(c_a), veh/h	243	467	439	243	467	478	286	539	551	398	1492	665
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	53.7	43.8	43.8	57.1	43.5	43.5	52.3	36.2	36.2	33.0	17.1	15.3
Incr Delay (d2), s/veh	7.7	42.8	44.2	7.1	4.3	4.4	11.9	7.1	7.0	0.0	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	19.3	18.3	1.7	8.0	8.3	5.6	10.6	10.8	1.1	4.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	86.6	88.0	64.2	47.9	47.9	64.2	43.3	43.2	33.1	17.8	15.6
LnGrp LOS	E	F	F	E	D	D	E	D	D	C	B	B
Approach Vol, veh/h		1041			612			922			763	
Approach Delay, s/veh		84.1			49.3			47.1			18.5	
Approach LOS		F			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	37.0	17.8	56.3	15.0	30.9	32.1	42.0
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 17	32.4	* 20	33.4	* 17	32.4	15.8	* 37
Max Q Clear Time (g_c+I1), s	5.6	34.4	13.5	14.0	10.8	19.9	4.6	24.7
Green Ext Time (p_c), s	0.0	0.0	0.1	5.3	0.1	2.7	0.0	4.5

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

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	331	207	183	206	177
Future Volume (veh/h)	177	331	207	183	206	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	199	372	233	206	231	199
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	395	619	397	688	297	941
Arrive On Green	0.23	0.23	0.22	0.22	0.17	0.52
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	199	372	233	206	231	199
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	3.5	4.3	4.0	3.0	4.5	2.1
Cycle Q Clear(g_c), s	3.5	4.3	4.0	3.0	4.5	2.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	395	619	397	688	297	941
V/C Ratio(X)	0.50	0.60	0.59	0.30	0.78	0.21
Avail Cap(c_a), veh/h	886	1388	930	1140	517	1706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	12.2	12.4	6.2	14.0	4.6
Incr Delay (d2), s/veh	1.0	0.9	1.4	0.2	4.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	1.4	1.2	1.8	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.9	13.1	13.7	6.5	18.4	4.7
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	571		439			430
Approach Delay, s/veh	13.0		10.3			12.1
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.5	12.2			22.7	12.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	18.0			33.0	18.0
Max Q Clear Time (g_c+I1), s	6.5	6.0			4.1	6.3
Green Ext Time (p_c), s	0.2	1.6			1.1	1.7

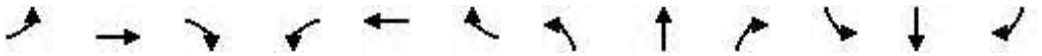
Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	528	612	439	135	11
Future Volume (veh/h)	43	528	612	439	135	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	47	574	665	477	147	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	89	2172	887	634	243	216
Arrive On Green	0.05	0.63	0.46	0.46	0.14	0.14
Sat Flow, veh/h	1734	3551	2018	1377	1734	1543
Grp Volume(v), veh/h	47	574	597	545	147	12
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1573	1734	1543
Q Serve(g_s), s	1.0	2.9	11.0	11.1	3.1	0.3
Cycle Q Clear(g_c), s	1.0	2.9	11.0	11.1	3.1	0.3
Prop In Lane	1.00			0.88	1.00	1.00
Lane Grp Cap(c), veh/h	89	2172	797	724	243	216
V/C Ratio(X)	0.53	0.26	0.75	0.75	0.60	0.06
Avail Cap(c_a), veh/h	228	2775	959	872	890	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	3.2	8.6	8.6	15.7	14.4
Incr Delay (d2), s/veh	4.8	0.1	2.7	3.0	2.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	3.3	3.1	1.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	3.3	11.3	11.7	18.1	14.6
LnGrp LOS	C	A	B	B	B	B
Approach Vol, veh/h		621	1142		159	
Approach Delay, s/veh		4.8	11.5		17.8	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			28.8		9.9	6.5	22.4
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			31.1		19.9	5.1	21.5
Max Q Clear Time (g_c+I1), s			4.9		5.1	3.0	13.1
Green Ext Time (p_c), s			4.1		0.3	0.0	4.8

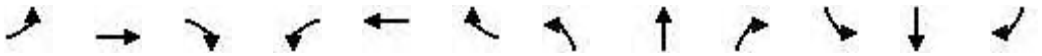
Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	119	61	77	184	179	86	103	137	127	65	23
Future Volume (veh/h)	29	119	61	77	184	179	86	103	137	127	65	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	32	129	66	84	200	195	93	112	149	138	71	25
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	65	309	262	130	358	320	138	156	207	175	310	109
Arrive On Green	0.04	0.17	0.17	0.07	0.21	0.21	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	709	943	1734	1287	453
Grp Volume(v), veh/h	32	129	66	84	200	195	93	0	261	138	0	96
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1651	1734	0	1740
Q Serve(g_s), s	0.7	2.6	1.5	1.9	4.3	4.7	2.2	0.0	6.1	3.2	0.0	1.8
Cycle Q Clear(g_c), s	0.7	2.6	1.5	1.9	4.3	4.7	2.2	0.0	6.1	3.2	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.26
Lane Grp Cap(c), veh/h	65	309	262	130	358	320	138	0	362	175	0	419
V/C Ratio(X)	0.50	0.42	0.25	0.65	0.56	0.61	0.68	0.00	0.72	0.79	0.00	0.23
Avail Cap(c_a), veh/h	210	797	676	210	758	676	210	0	719	248	0	795
HCM Platoon Ratio	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	19.5	15.3	14.9	18.6	14.7	14.9	18.5	0.0	15.0	18.2	0.0	12.6
Incr Delay (d2), s/veh	5.8	0.9	0.5	5.3	1.4	1.9	5.7	0.0	2.7	10.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	0.5	0.9	1.5	1.6	1.0	0.0	2.2	1.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	16.2	15.4	23.9	16.1	16.8	24.2	0.0	17.7	28.8	0.0	12.9
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		227			479			354			234	
Approach Delay, s/veh		17.3			17.7			19.4			22.3	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	11.5	7.8	14.5	6.0	13.1	8.7	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.1	5.0	18.9	5.0	18.1	5.9	18.0
Max Q Clear Time (g_c+I1), s	3.9	4.6	4.2	3.8	2.7	6.7	5.2	8.1
Green Ext Time (p_c), s	0.0	0.7	0.0	0.4	0.0	1.8	0.0	1.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	965	0	0	497	403	31	3	358	0	0	0
Future Volume (veh/h)	320	965	0	0	497	403	31	3	358	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	372	1122	0	0	578	469	0	0	457			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	484	2245	0	0	775	628	0	331	561			
Arrive On Green	0.14	0.65	0.00	0.00	0.43	0.43	0.00	0.00	0.18			
Sat Flow, veh/h	3365	3551	0	0	1906	1471	0	1821	3087			
Grp Volume(v), veh/h	372	1122	0	0	551	496	0	0	457			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1556	0	1821	1543			
Q Serve(g_s), s	6.4	10.1	0.0	0.0	16.1	16.1	0.0	0.0	8.6			
Cycle Q Clear(g_c), s	6.4	10.1	0.0	0.0	16.1	16.1	0.0	0.0	8.6			
Prop In Lane	1.00		0.00	0.00		0.95	0.00		1.00			
Lane Grp Cap(c), veh/h	484	2245	0	0	738	664	0	331	561			
V/C Ratio(X)	0.77	0.50	0.00	0.00	0.75	0.75	0.00	0.00	0.82			
Avail Cap(c_a), veh/h	1696	2245	0	0	860	774	0	603	1022			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00			
Uniform Delay (d), s/veh	24.8	5.5	0.0	0.0	14.5	14.5	0.0	0.0	23.6			
Incr Delay (d2), s/veh	1.0	0.1	0.0	0.0	3.8	4.2	0.0	0.0	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			
%ile BackOfQ(50%),veh/ln	2.5	2.5	0.0	0.0	6.2	5.6	0.0	0.0	3.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	5.6	0.0	0.0	18.3	18.7	0.0	0.0	24.7			
LnGrp LOS	C	A	A	A	B	B	A	A	C			
Approach Vol, veh/h		1494			1047			457				
Approach Delay, s/veh		10.6			18.5			24.7				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	13.3	30.8		16.0		44.1			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 30	29.9		19.9		29.9			
Max Q Clear Time (g_c+I1), s	8.4	18.1		10.6		12.1			
Green Ext Time (p_c), s	0.3	7.5		0.4		5.5			

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	65	220	142	30	81	6	115	115	301	323	25
Future Volume (veh/h)	343	65	220	142	30	81	6	115	115	301	323	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	377	71	242	156	33	89	7	126	126	331	355	27
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	423	145	495	0	158	141	16	155	155	376	657	50
Arrive On Green	0.24	0.40	0.40	0.00	0.09	0.09	0.01	0.19	0.19	0.22	0.39	0.39
Sat Flow, veh/h	1734	363	1236	0	1730	1543	1734	835	835	1734	1671	127
Grp Volume(v), veh/h	377	0	313	0	33	89	7	0	252	331	0	382
Grp Sat Flow(s),veh/h/ln	1734	0	1599	0	1730	1543	1734	0	1671	1734	0	1798
Q Serve(g_s), s	14.4	0.0	10.0	0.0	1.2	3.8	0.3	0.0	9.9	12.6	0.0	11.2
Cycle Q Clear(g_c), s	14.4	0.0	10.0	0.0	1.2	3.8	0.3	0.0	9.9	12.6	0.0	11.2
Prop In Lane	1.00		0.77	0.00		1.00	1.00		0.50	1.00		0.07
Lane Grp Cap(c), veh/h	423	0	641	0	158	141	16	0	310	376	0	707
V/C Ratio(X)	0.89	0.00	0.49	0.00	0.21	0.63	0.44	0.00	0.81	0.88	0.00	0.54
Avail Cap(c_a), veh/h	474	0	740	0	455	406	127	0	456	421	0	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	15.3	0.0	28.8	30.0	33.7	0.0	26.8	26.0	0.0	16.0
Incr Delay (d2), s/veh	17.6	0.0	0.6	0.0	0.6	4.6	18.3	0.0	7.0	17.7	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	7.6	0.0	3.4	0.0	0.5	1.5	0.2	0.0	4.3	6.8	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	15.9	0.0	29.5	34.6	52.0	0.0	33.7	43.6	0.0	16.7
LnGrp LOS	D	A	B	A	C	C	D	A	C	D	A	B
Approach Vol, veh/h		690			122			259			713	
Approach Delay, s/veh		30.5			33.2			34.2			29.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	17.2	0.0	31.9	5.1	31.4	21.2	10.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.6	18.7	5.0	31.7	5.0	30.3	18.7	18.0
Max Q Clear Time (g_c+I1), s	14.6	11.9	0.0	12.0	2.3	13.2	16.4	5.8
Green Ext Time (p_c), s	0.2	0.8	0.0	1.9	0.0	2.2	0.3	0.4

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	245	177	144	79	668	72
Future Volume (veh/h)	245	177	144	79	668	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	272	197	160	88	742	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	327	291	197	1255	831	90
Arrive On Green	0.19	0.19	0.11	0.69	0.51	0.51
Sat Flow, veh/h	1734	1543	1734	1821	1616	174
Grp Volume(v), veh/h	272	197	160	88	0	822
Grp Sat Flow(s),veh/h/ln	1734	1543	1734	1821	0	1790
Q Serve(g_s), s	11.1	8.7	6.6	1.2	0.0	30.4
Cycle Q Clear(g_c), s	11.1	8.7	6.6	1.2	0.0	30.4
Prop In Lane	1.00	1.00	1.00			0.10
Lane Grp Cap(c), veh/h	327	291	197	1255	0	920
V/C Ratio(X)	0.83	0.68	0.81	0.07	0.00	0.89
Avail Cap(c_a), veh/h	435	387	247	1545	0	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	27.8	31.9	3.7	0.0	16.1
Incr Delay (d2), s/veh	9.8	2.9	14.9	0.0	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	7.5	3.5	0.3	0.0	12.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.6	30.7	46.8	3.8	0.0	23.8
LnGrp LOS	D	C	D	A	A	C
Approach Vol, veh/h	469			248	822	
Approach Delay, s/veh	35.3			31.5	23.8	
Approach LOS	D			C	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.3		18.4	12.9	42.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	10.5	47.5
Max Q Clear Time (g_c+I1), s		3.2		13.1	8.6	32.4
Green Ext Time (p_c), s		0.5		0.8	0.1	5.5

Intersection Summary		
HCM 6th Ctrl Delay	28.5	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	957	132	18	845	40	66	45	32	311	355	87
Future Volume (veh/h)	0	957	132	18	845	40	66	45	32	311	355	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	1052	145	20	929	44	73	49	35	342	390	96
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1644	226	44	1689	80	110	63	45	514	418	103
Arrive On Green	0.00	0.54	0.54	0.54	0.54	0.54	0.06	0.06	0.06	0.30	0.30	0.30
Sat Flow, veh/h	0	3146	421	35	3138	148	1734	988	706	1734	1411	347
Grp Volume(v), veh/h	0	595	602	510	0	483	73	0	84	342	0	486
Grp Sat Flow(s),veh/h/ln	0	1730	1745	1691	0	1631	1734	0	1694	1734	0	1759
Q Serve(g_s), s	0.0	36.3	36.5	0.6	0.0	29.2	6.2	0.0	7.3	25.9	0.0	40.3
Cycle Q Clear(g_c), s	0.0	36.3	36.5	37.0	0.0	29.2	6.2	0.0	7.3	25.9	0.0	40.3
Prop In Lane	0.00		0.24	0.04		0.09	1.00		0.42	1.00		0.20
Lane Grp Cap(c), veh/h	0	931	939	935	0	877	110	0	108	514	0	521
V/C Ratio(X)	0.00	0.64	0.64	0.54	0.00	0.55	0.66	0.00	0.78	0.67	0.00	0.93
Avail Cap(c_a), veh/h	0	931	939	935	0	877	201	0	197	623	0	632
HCM Platoon Ratio	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	1.00	1.00	0.95	0.00	0.95	1.00	0.00	1.00	0.48	0.00	0.48
Uniform Delay (d), s/veh	0.0	24.4	24.4	22.2	0.0	22.7	68.7	0.0	69.2	46.3	0.0	51.3
Incr Delay (d2), s/veh	0.0	3.4	3.3	2.2	0.0	2.4	2.5	0.0	4.6	0.6	0.0	9.9
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	0.0	15.7	15.9	12.1	0.0	11.8	2.8	0.0	3.3	11.3	0.0	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.8	27.8	24.4	0.0	25.1	71.2	0.0	73.8	46.8	0.0	61.2
LnGrp LOS	A	C	C	C	A	C	E	A	E	D	A	E
Approach Vol, veh/h		1197			993			157			828	
Approach Delay, s/veh		27.8			24.7			72.6			55.3	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	85.8	49.6	85.8	14.6
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	63.4	53.9	63.4	17.4
Max Q Clear Time (g_c+I1), s	39.0	42.3	38.5	9.3
Green Ext Time (p_c), s	4.7	2.2	5.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	698	0	0	604	454	198	1	366	0	0	0
Future Volume (veh/h)	583	698	0	0	604	454	198	1	366	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	614	735	0	0	636	478	139	0	460			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	710	2283	0	0	712	534	322	0	573			
Arrive On Green	0.21	0.66	0.00	0.00	0.38	0.38	0.19	0.00	0.19			
Sat Flow, veh/h	3365	3551	0	0	1976	1413	1734	0	3087			
Grp Volume(v), veh/h	614	735	0	0	584	530	139	0	460			
Grp Sat Flow(s),veh/h/ln	1682	1730	0	0	1730	1567	1734	0	1543			
Q Serve(g_s), s	11.6	6.1	0.0	0.0	20.9	21.0	4.7	0.0	9.4			
Cycle Q Clear(g_c), s	11.6	6.1	0.0	0.0	20.9	21.0	4.7	0.0	9.4			
Prop In Lane	1.00		0.00	0.00		0.90	1.00		1.00			
Lane Grp Cap(c), veh/h	710	2283	0	0	654	592	322	0	573			
V/C Ratio(X)	0.86	0.32	0.00	0.00	0.89	0.90	0.43	0.00	0.80			
Avail Cap(c_a), veh/h	779	2450	0	0	702	635	472	0	841			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.2	4.9	0.0	0.0	19.3	19.3	23.8	0.0	25.7			
Incr Delay (d2), s/veh	8.7	0.0	0.0	0.0	12.6	14.0	0.3	0.0	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.2	1.6	0.0	0.0	9.8	9.2	1.9	0.0	3.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	4.9	0.0	0.0	31.9	33.3	24.2	0.0	27.8			
LnGrp LOS	C	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1349			1114			599				
Approach Delay, s/veh		18.1			32.6			27.0				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	18.6	30.1		17.4		48.7			
Change Period (Y+Rc), s	* 4.7	5.1		5.1		5.1			
Max Green Setting (Gmax), s	* 15	26.8		18.0		46.8			
Max Q Clear Time (g_c+I1), s	13.6	23.0		11.4		8.1			
Green Ext Time (p_c), s	0.3	1.9		0.9		3.8			

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

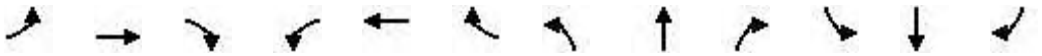
User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	455	155	71	632	51	201	91	102	207	323	17
Future Volume (veh/h)	11	455	155	71	632	51	201	91	102	207	323	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	460	157	72	638	52	203	92	103	209	326	17
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	613	208	104	995	444	251	419	355	257	401	21
Arrive On Green	0.01	0.24	0.24	0.06	0.29	0.29	0.14	0.23	0.23	0.15	0.23	0.23
Sat Flow, veh/h	1734	2537	859	1734	3460	1543	1734	1821	1543	1734	1716	89
Grp Volume(v), veh/h	11	313	304	72	638	52	203	92	103	209	0	343
Grp Sat Flow(s),veh/h/ln	1734	1730	1666	1734	1730	1543	1734	1821	1543	1734	0	1805
Q Serve(g_s), s	0.4	9.4	9.5	2.3	9.1	1.4	6.4	2.3	3.1	6.6	0.0	10.1
Cycle Q Clear(g_c), s	0.4	9.4	9.5	2.3	9.1	1.4	6.4	2.3	3.1	6.6	0.0	10.1
Prop In Lane	1.00		0.52	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	24	418	403	104	995	444	251	419	355	257	0	422
V/C Ratio(X)	0.45	0.75	0.76	0.69	0.64	0.12	0.81	0.22	0.29	0.81	0.00	0.81
Avail Cap(c_a), veh/h	154	553	533	154	1106	493	323	598	507	323	0	593
HCM Platoon Ratio	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	27.5	19.8	19.8	26.0	17.5	14.8	23.3	17.6	17.9	23.2	0.0	20.4
Incr Delay (d2), s/veh	12.5	3.9	4.4	7.9	1.1	0.1	11.2	0.3	0.4	11.8	0.0	5.8
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	0.2	3.9	3.8	1.1	3.4	0.5	3.2	0.9	1.1	3.3	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	23.7	24.2	33.9	18.6	14.9	34.5	17.8	18.3	35.1	0.0	26.2
LnGrp LOS	D	C	C	C	B	B	C	B	B	D	A	C
Approach Vol, veh/h		628			762			398			552	
Approach Delay, s/veh		24.2			19.8			26.5			29.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	17.5	7.9	18.1	12.6	17.7	5.3	20.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	18.5	5.0	18.0	10.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	8.6	5.1	4.3	11.5	8.4	12.1	2.4	11.1
Green Ext Time (p_c), s	0.1	0.6	0.0	2.1	0.1	1.1	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C



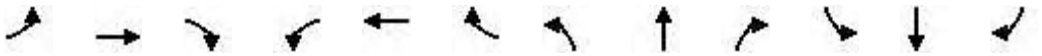
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	563	205	274	476	0	0	0	0	491	2	268
Future Volume (veh/h)	0	563	205	274	476	0	0	0	0	491	2	268
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	612	223	298	517	0				534	2	291
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	920	328	333	1786	0				580	2	518
Arrive On Green	0.00	0.25	0.25	0.19	0.52	0.00				0.34	0.34	0.34
Sat Flow, veh/h	0	3779	1289	1734	3551	0				1728	6	1543
Grp Volume(v), veh/h	0	560	275	298	517	0				536	0	291
Grp Sat Flow(s),veh/h/ln	0	1657	1589	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	12.5	12.8	13.8	7.0	0.0				24.4	0.0	12.7
Cycle Q Clear(g_c), s	0.0	12.5	12.8	13.8	7.0	0.0				24.4	0.0	12.7
Prop In Lane	0.00		0.81	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	844	404	333	1786	0				582	0	518
V/C Ratio(X)	0.00	0.66	0.68	0.89	0.29	0.00				0.92	0.00	0.56
Avail Cap(c_a), veh/h	0	1072	514	350	2058	0				610	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.5	27.6	32.4	11.3	0.0				26.3	0.0	22.4
Incr Delay (d2), s/veh	0.0	1.7	3.8	22.4	0.2	0.0				19.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	5.1	7.7	2.5	0.0				12.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.2	31.4	54.8	11.5	0.0				45.3	0.0	23.6
LnGrp LOS	A	C	C	D	B	A				D	A	C
Approach Vol, veh/h		835			815						827	
Approach Delay, s/veh		29.9			27.3						37.6	
Approach LOS		C			C						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		48.5		33.7	21.5	27.0						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		48.9		28.9	* 17	26.6						
Max Q Clear Time (g_c+I1), s		9.0		26.4	15.8	14.8						
Green Ext Time (p_c), s		6.6		1.2	0.0	6.1						

Intersection Summary		
HCM 6th Ctrl Delay		31.6
HCM 6th LOS		C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	868	0	0	534	366	217	2	245	0	0	0
Future Volume (veh/h)	218	868	0	0	534	366	217	2	245	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1821	1821	0	0	1821	1821	1821	1821	1821			
Adj Flow Rate, veh/h	240	954	0	0	587	402	238	2	269			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	273	2040	0	0	665	455	362	3	325			
Arrive On Green	0.16	0.59	0.00	0.00	0.34	0.34	0.21	0.21	0.21			
Sat Flow, veh/h	1734	3551	0	0	2055	1345	1721	14	1543			
Grp Volume(v), veh/h	240	954	0	0	517	472	240	0	269			
Grp Sat Flow(s),veh/h/ln	1734	1730	0	0	1730	1579	1735	0	1543			
Q Serve(g_s), s	8.2	9.5	0.0	0.0	17.2	17.2	7.7	0.0	10.2			
Cycle Q Clear(g_c), s	8.2	9.5	0.0	0.0	17.2	17.2	7.7	0.0	10.2			
Prop In Lane	1.00		0.00	0.00		0.85	0.99		1.00			
Lane Grp Cap(c), veh/h	273	2040	0	0	585	534	365	0	325			
V/C Ratio(X)	0.88	0.47	0.00	0.00	0.88	0.88	0.66	0.00	0.83			
Avail Cap(c_a), veh/h	273	2067	0	0	599	547	467	0	415			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.1	7.1	0.0	0.0	19.0	19.0	22.0	0.0	23.0			
Incr Delay (d2), s/veh	25.3	0.3	0.0	0.0	15.0	16.1	1.0	0.0	8.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	2.8	0.0	0.0	8.6	8.0	3.0	0.0	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	7.4	0.0	0.0	34.0	35.2	23.0	0.0	31.5			
LnGrp LOS	D	A	A	A	C	D	C	A	C			
Approach Vol, veh/h		1194			989			509				
Approach Delay, s/veh		16.0			34.6			27.5				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.3	26.7		18.9		42.0
Change Period (Y+Rc), s	* 5.7	6.1		6.1		6.1
Max Green Setting (Gmax), s	* 9.6	21.1		16.4		36.4
Max Q Clear Time (g_c+I1), s	10.2	19.2		12.2		11.5
Green Ext Time (p_c), s	0.0	1.4		0.7		11.5

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	582	190	73	512	47	118	606	77	53	730	159
Future Volume (veh/h)	129	582	190	73	512	47	118	606	77	53	730	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	145	654	213	82	575	53	133	681	87	60	820	179
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	170	733	238	102	790	73	157	1163	148	243	1486	663
Arrive On Green	0.10	0.29	0.29	0.06	0.25	0.25	0.09	0.38	0.38	0.28	0.86	0.86
Sat Flow, veh/h	1734	2566	835	1734	3203	295	1734	3086	394	1734	3460	1543
Grp Volume(v), veh/h	145	441	426	82	310	318	133	381	387	60	820	179
Grp Sat Flow(s),veh/h/ln	1734	1730	1671	1734	1730	1768	1734	1730	1750	1734	1730	1543
Q Serve(g_s), s	10.7	31.8	31.8	6.1	21.4	21.5	9.8	22.9	23.0	3.5	8.3	2.8
Cycle Q Clear(g_c), s	10.7	31.8	31.8	6.1	21.4	21.5	9.8	22.9	23.0	3.5	8.3	2.8
Prop In Lane	1.00		0.50	1.00		0.17	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	170	494	477	102	427	436	157	652	660	243	1486	663
V/C Ratio(X)	0.85	0.89	0.89	0.80	0.73	0.73	0.85	0.58	0.59	0.25	0.55	0.27
Avail Cap(c_a), veh/h	257	551	532	157	451	461	224	652	660	243	1486	663
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	0.70	0.70	0.70
Uniform Delay (d), s/veh	57.7	44.5	44.5	60.4	44.9	45.0	58.2	32.4	32.4	41.5	5.8	5.4
Incr Delay (d2), s/veh	10.5	15.7	16.2	7.7	5.5	5.5	13.3	3.8	3.8	0.1	1.0	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	5.2	15.7	15.3	2.9	9.8	10.1	4.9	10.3	10.4	1.5	2.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	60.2	60.8	68.1	50.4	50.4	71.5	36.2	36.2	41.6	6.9	6.1
LnGrp LOS	E	E	E	E	D	D	E	D	D	D	A	A
Approach Vol, veh/h		1012			710			901			1059	
Approach Delay, s/veh		61.6			52.5			41.4			8.7	
Approach LOS		E			D			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	41.7	16.0	60.4	16.9	36.7	22.8	53.6
Change Period (Y+Rc), s	* 4.2	4.6	* 4.2	4.6	* 4.2	4.6	4.6	* 4.6
Max Green Setting (Gmax), s	* 12	41.4	* 17	42.4	* 19	33.9	10.2	* 49
Max Q Clear Time (g_c+I1), s	8.1	33.8	11.8	10.3	12.7	23.5	5.5	25.0
Green Ext Time (p_c), s	0.0	3.3	0.1	9.1	0.1	2.8	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

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

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	357	210	122	783	285	229
Future Volume (veh/h)	357	210	122	783	285	229
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	380	223	130	833	303	244
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	444	695	583	889	351	1086
Arrive On Green	0.26	0.26	0.32	0.32	0.20	0.60
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	380	223	130	833	303	244
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	12.7	4.1	3.2	19.5	10.3	3.8
Cycle Q Clear(g_c), s	12.7	4.1	3.2	19.5	10.3	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	444	695	583	889	351	1086
V/C Ratio(X)	0.86	0.32	0.22	0.94	0.86	0.22
Avail Cap(c_a), veh/h	527	825	583	889	384	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	18.4	15.2	9.6	23.5	5.7
Incr Delay (d2), s/veh	11.5	0.3	0.2	17.0	16.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	1.2	1.2	15.9	5.5	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.1	18.6	15.4	26.6	40.4	5.8
LnGrp LOS	C	B	B	C	D	A
Approach Vol, veh/h	603		963			547
Approach Delay, s/veh	27.8		25.1			25.0
Approach LOS	C		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.8	24.0			40.8	20.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.5	19.5			37.5	18.5
Max Q Clear Time (g_c+I1), s	12.3	21.5			5.8	14.7
Green Ext Time (p_c), s	0.1	0.0			1.5	0.9

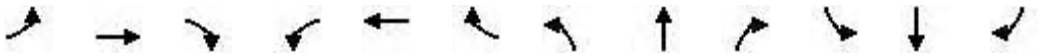
Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	1030	1199	336	519	43
Future Volume (veh/h)	11	1030	1199	336	519	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	12	1120	1303	365	564	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	24	1974	1377	377	595	529
Arrive On Green	0.01	0.57	0.51	0.51	0.34	0.34
Sat Flow, veh/h	1734	3551	2776	734	1734	1543
Grp Volume(v), veh/h	12	1120	828	840	564	47
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1689	1734	1543
Q Serve(g_s), s	0.7	21.4	46.5	50.0	32.9	2.1
Cycle Q Clear(g_c), s	0.7	21.4	46.5	50.0	32.9	2.1
Prop In Lane	1.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	24	1974	888	866	595	529
V/C Ratio(X)	0.49	0.57	0.93	0.97	0.95	0.09
Avail Cap(c_a), veh/h	83	2098	891	870	634	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	14.2	23.6	24.5	33.2	23.1
Incr Delay (d2), s/veh	14.5	0.3	16.3	23.1	23.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.0	21.8	24.3	17.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	65.3	14.5	40.0	47.7	56.2	23.2
LnGrp LOS	E	B	D	D	E	C
Approach Vol, veh/h		1132	1668		611	
Approach Delay, s/veh		15.0	43.8		53.7	
Approach LOS		B	D		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			63.8		40.1	6.0	57.8
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			63.0		38.0	5.0	53.5
Max Q Clear Time (g_c+I1), s			23.4		34.9	2.7	52.0
Green Ext Time (p_c), s			10.7		0.7	0.0	1.3

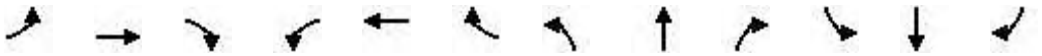
Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	148	77	364	246	238	115	114	55	159	95	31
Future Volume (veh/h)	36	148	77	364	246	238	115	114	55	159	95	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	39	161	84	396	267	259	125	124	60	173	103	34
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	70	246	209	465	627	559	160	173	84	219	240	79
Arrive On Green	0.04	0.14	0.14	0.27	0.36	0.36	0.09	0.15	0.15	0.13	0.18	0.18
Sat Flow, veh/h	1734	1821	1543	1734	1730	1543	1734	1159	561	1734	1311	433
Grp Volume(v), veh/h	39	161	84	396	267	259	125	0	184	173	0	137
Grp Sat Flow(s),veh/h/ln	1734	1821	1543	1734	1730	1543	1734	0	1720	1734	0	1743
Q Serve(g_s), s	1.2	4.7	2.8	12.1	6.5	7.2	3.9	0.0	5.7	5.4	0.0	3.9
Cycle Q Clear(g_c), s	1.2	4.7	2.8	12.1	6.5	7.2	3.9	0.0	5.7	5.4	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.25
Lane Grp Cap(c), veh/h	70	246	209	465	627	559	160	0	257	219	0	319
V/C Ratio(X)	0.55	0.65	0.40	0.85	0.43	0.46	0.78	0.00	0.72	0.79	0.00	0.43
Avail Cap(c_a), veh/h	198	618	523	728	1115	995	300	0	553	356	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	26.4	23.0	22.2	19.5	13.5	13.7	24.9	0.0	22.7	23.8	0.0	20.3
Incr Delay (d2), s/veh	6.6	2.9	1.3	5.9	0.5	0.6	7.9	0.0	3.7	6.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	1.0	5.1	2.3	2.3	1.9	0.0	2.4	2.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	25.9	23.4	25.3	13.9	14.3	32.8	0.0	26.4	30.0	0.0	21.2
LnGrp LOS	C	C	C	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		284			922			309			310	
Approach Delay, s/veh		26.1			18.9			29.0			26.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	12.1	9.7	14.8	6.8	24.8	11.6	12.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.5	19.0	9.7	19.8	6.4	36.1	11.5	18.0
Max Q Clear Time (g_c+I1), s	14.1	6.7	5.9	5.9	3.2	9.2	7.4	7.7
Green Ext Time (p_c), s	0.9	0.9	0.1	0.5	0.0	3.5	0.2	0.7

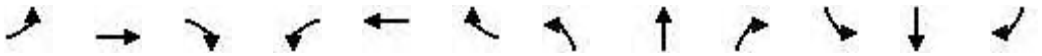
Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	82	23	362	118	60	43	137	288	18	85	7
Future Volume (veh/h)	4	82	23	362	118	60	43	137	288	18	85	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	4	92	26	407	133	67	48	154	324	20	96	8
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	9	216	59	467	1192	531	79	176	370	41	522	43
Arrive On Green	0.01	0.08	0.08	0.27	0.34	0.34	0.05	0.34	0.34	0.02	0.31	0.31
Sat Flow, veh/h	1734	2687	732	1734	3460	1543	1734	523	1100	1734	1658	138
Grp Volume(v), veh/h	4	58	60	407	133	67	48	0	478	20	0	104
Grp Sat Flow(s),veh/h/ln	1734	1730	1689	1734	1730	1543	1734	0	1623	1734	0	1796
Q Serve(g_s), s	0.1	2.0	2.1	13.9	1.6	1.8	1.7	0.0	17.2	0.7	0.0	2.6
Cycle Q Clear(g_c), s	0.1	2.0	2.1	13.9	1.6	1.8	1.7	0.0	17.2	0.7	0.0	2.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.68	1.00		0.08
Lane Grp Cap(c), veh/h	9	139	136	467	1192	531	79	0	546	41	0	565
V/C Ratio(X)	0.43	0.42	0.44	0.87	0.11	0.13	0.61	0.00	0.88	0.49	0.00	0.18
Avail Cap(c_a), veh/h	140	502	490	657	2036	908	190	0	667	140	0	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	27.1	27.2	21.6	13.9	13.9	29.1	0.0	19.3	29.9	0.0	15.5
Incr Delay (d2), s/veh	28.3	2.0	2.3	9.1	0.0	0.1	7.4	0.0	10.8	8.9	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	0.1	0.9	0.9	6.3	0.6	0.6	0.8	0.0	7.4	0.4	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	29.1	29.5	30.7	13.9	14.0	36.5	0.0	30.1	38.8	0.0	15.6
LnGrp LOS	E	C	C	C	B	B	D	A	C	D	A	B
Approach Vol, veh/h		122			607			526			124	
Approach Delay, s/veh		30.3			25.2			30.7			19.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	25.4	21.2	9.5	7.3	24.0	4.8	25.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	23.5	18.0	6.8	23.7	5.0	36.5
Max Q Clear Time (g_c+I1), s	2.7	19.2	15.9	4.1	3.7	4.6	2.1	3.8
Green Ext Time (p_c), s	0.0	1.7	0.8	0.4	0.0	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	369	38	222	329	0	0	0	0	316	0	221
Future Volume (veh/h)	0	369	38	222	329	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	415	43	249	370	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	950	97	305	1711	0				464	0	413
Arrive On Green	0.00	0.21	0.21	0.18	0.49	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4748	467	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	298	160	249	370	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Cycle Q Clear(g_c), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	687	360	305	1711	0				464	0	413
V/C Ratio(X)	0.00	0.43	0.44	0.82	0.22	0.00				0.77	0.00	0.60
Avail Cap(c_a), veh/h	0	1741	913	518	3237	0				674	0	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	17.7	20.3	7.3	0.0				17.3	0.0	16.4
Incr Delay (d2), s/veh	0.0	0.7	1.5	2.1	0.1	0.0				3.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.6	2.7	0.9	0.0				3.8	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.4	19.2	22.3	7.4	0.0				20.5	0.0	17.8
LnGrp LOS	A	B	B	C	A	A				C	A	B
Approach Vol, veh/h		458			619						603	
Approach Delay, s/veh		18.7			13.4						19.4	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		31.4		19.8	14.7	16.7						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		47.9		19.9	* 15	26.9						
Max Q Clear Time (g_c+I1), s		5.1		11.7	9.1	6.1						
Green Ext Time (p_c), s		4.5		2.0	0.2	4.5						

Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	209	141	183	110	129
Future Volume (veh/h)	177	209	141	183	110	129
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	199	235	158	206	124	145
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	307	481	787	941	157	1134
Arrive On Green	0.18	0.18	0.43	0.43	0.09	0.62
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	199	235	158	206	124	145
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	4.8	3.5	2.4	2.7	3.1	1.5
Cycle Q Clear(g_c), s	4.8	3.5	2.4	2.7	3.1	1.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	307	481	787	941	157	1134
V/C Ratio(X)	0.65	0.49	0.20	0.22	0.79	0.13
Avail Cap(c_a), veh/h	694	1087	787	941	212	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	16.7	7.9	4.0	20.0	3.5
Incr Delay (d2), s/veh	2.3	0.8	0.6	0.5	13.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.0	0.9	1.1	1.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	17.4	8.5	4.5	33.3	3.7
LnGrp LOS	B	B	A	A	C	A
Approach Vol, veh/h	434		364			269
Approach Delay, s/veh	18.4		6.2			17.4
Approach LOS	B		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.6	23.9			32.5	12.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	5.1	4.7			3.5	6.8
Green Ext Time (p_c), s	0.0	1.3			0.7	1.2

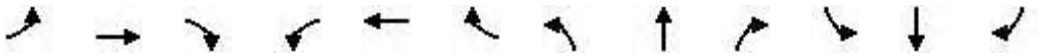
Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	132	182	410	116	11
Future Volume (veh/h)	43	132	182	410	116	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	47	143	198	446	126	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	92	1996	671	599	262	233
Arrive On Green	0.05	0.58	0.39	0.39	0.15	0.15
Sat Flow, veh/h	1734	3551	1821	1543	1734	1543
Grp Volume(v), veh/h	47	143	198	446	126	12
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1734	1543
Q Serve(g_s), s	0.9	0.6	2.6	8.2	2.2	0.2
Cycle Q Clear(g_c), s	0.9	0.6	2.6	8.2	2.2	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	92	1996	671	599	262	233
V/C Ratio(X)	0.51	0.07	0.30	0.75	0.48	0.05
Avail Cap(c_a), veh/h	288	2928	941	840	944	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	3.1	7.0	8.7	12.9	12.0
Incr Delay (d2), s/veh	4.3	0.0	0.2	2.3	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.7	2.1	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	3.1	7.2	11.0	14.2	12.1
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		190	644		138	
Approach Delay, s/veh		7.2	9.8		14.0	
Approach LOS		A	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			23.6		9.5	6.3	17.3
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s			2.6		4.2	2.9	10.2
Green Ext Time (p_c), s			0.8		0.3	0.0	2.6

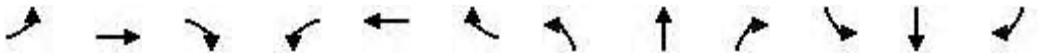
Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	210	56	70	129	37	27	59	101	145	227	15
Future Volume (veh/h)	10	210	56	70	129	37	27	59	101	145	227	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	10	212	57	71	130	37	27	60	102	146	229	15
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	434	114	122	752	336	57	100	171	185	404	26
Arrive On Green	0.01	0.16	0.16	0.07	0.22	0.22	0.03	0.17	0.17	0.11	0.24	0.24
Sat Flow, veh/h	1734	2711	712	1734	3460	1543	1734	606	1030	1734	1690	111
Grp Volume(v), veh/h	10	133	136	71	130	37	27	0	162	146	0	244
Grp Sat Flow(s),veh/h/ln	1734	1730	1693	1734	1730	1543	1734	0	1636	1734	0	1801
Q Serve(g_s), s	0.2	2.5	2.6	1.4	1.1	0.7	0.6	0.0	3.3	3.0	0.0	4.3
Cycle Q Clear(g_c), s	0.2	2.5	2.6	1.4	1.1	0.7	0.6	0.0	3.3	3.0	0.0	4.3
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.63	1.00		0.06
Lane Grp Cap(c), veh/h	23	277	271	122	752	336	57	0	271	185	0	431
V/C Ratio(X)	0.44	0.48	0.50	0.58	0.17	0.11	0.47	0.00	0.60	0.79	0.00	0.57
Avail Cap(c_a), veh/h	240	860	842	240	1721	768	240	0	813	288	0	946
HCM Platoon Ratio	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	17.7	13.8	13.9	16.3	11.5	11.4	17.2	0.0	14.0	15.8	0.0	12.1
Incr Delay (d2), s/veh	12.5	1.3	1.4	4.3	0.1	0.1	6.0	0.0	2.1	7.8	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.9	0.6	0.3	0.2	0.3	0.0	1.1	1.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	15.1	15.3	20.6	11.6	11.5	23.2	0.0	16.1	23.5	0.0	13.3
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		279			238			189			390	
Approach Delay, s/veh		15.8			14.3			17.1			17.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	10.5	7.1	10.3	5.7	13.2	5.0	12.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.0	18.0	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.0	5.3	3.4	4.6	2.6	6.3	2.2	3.1
Green Ext Time (p_c), s	0.0	0.7	0.0	1.2	0.0	1.1	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	348	130	274	159	0	0	0	0	487	2	63
Future Volume (veh/h)	0	348	130	274	159	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	378	141	298	173	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	716	254	342	1650	0				600	2	536
Arrive On Green	0.00	0.20	0.20	0.20	0.48	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3783	1285	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	345	174	298	173	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1590	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	6.5	6.9	11.6	1.9	0.0				20.0	0.0	2.1
Cycle Q Clear(g_c), s	0.0	6.5	6.9	11.6	1.9	0.0				20.0	0.0	2.1
Prop In Lane	0.00		0.81	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	655	314	342	1650	0				603	0	536
V/C Ratio(X)	0.00	0.53	0.55	0.87	0.10	0.00				0.88	0.00	0.13
Avail Cap(c_a), veh/h	0	1270	609	415	2437	0				722	0	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.9	25.1	27.0	10.0	0.0				21.3	0.0	15.5
Incr Delay (d2), s/veh	0.0	1.1	2.6	13.9	0.0	0.0				10.8	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
%ile BackOfQ(50%),veh/ln	0.0	2.5	2.7	5.9	0.7	0.0				9.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.1	27.7	41.0	10.0	0.0				32.1	0.0	15.6
LnGrp LOS	A	C	C	D	B	A				C	A	B
Approach Vol, veh/h		519			471						599	
Approach Delay, s/veh		26.6			29.6						30.2	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.2		30.2	19.4	19.8						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		48.9		28.9	* 17	26.6						
Max Q Clear Time (g_c+I1), s		3.9		22.0	13.6	8.9						
Green Ext Time (p_c), s		2.0		2.1	0.2	4.9						

Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	357	74	53	783	158	161
Future Volume (veh/h)	357	74	53	783	158	161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	380	79	56	833	168	171
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	453	710	649	953	213	1030
Arrive On Green	0.26	0.26	0.36	0.36	0.12	0.57
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	380	79	56	833	168	171
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	10.8	1.1	1.1	18.5	4.9	2.3
Cycle Q Clear(g_c), s	10.8	1.1	1.1	18.5	4.9	2.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	453	710	649	953	213	1030
V/C Ratio(X)	0.84	0.11	0.09	0.87	0.79	0.17
Avail Cap(c_a), veh/h	618	967	649	953	317	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	14.6	11.1	7.3	22.1	5.4
Incr Delay (d2), s/veh	7.4	0.1	0.1	9.1	7.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.3	0.4	12.0	2.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.6	14.7	11.2	16.4	29.8	5.5
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	459		889			339
Approach Delay, s/veh	23.7		16.1			17.6
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.9	23.0			33.9	18.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	18.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	6.9	20.5			4.3	12.8
Green Ext Time (p_c), s	0.1	0.0			1.0	0.8

Intersection Summary		
HCM 6th Ctrl Delay	18.5	
HCM 6th LOS	B	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	543	473	227	454	43
Future Volume (veh/h)	11	543	473	227	454	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	12	590	514	247	493	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	1529	723	346	594	529
Arrive On Green	0.02	0.44	0.32	0.32	0.34	0.34
Sat Flow, veh/h	1734	3551	2360	1086	1734	1543
Grp Volume(v), veh/h	12	590	391	370	493	47
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1626	1734	1543
Q Serve(g_s), s	0.3	4.8	8.3	8.4	10.9	0.9
Cycle Q Clear(g_c), s	0.3	4.8	8.3	8.4	10.9	0.9
Prop In Lane	1.00			0.67	1.00	1.00
Lane Grp Cap(c), veh/h	27	1529	551	518	594	529
V/C Ratio(X)	0.44	0.39	0.71	0.71	0.83	0.09
Avail Cap(c_a), veh/h	208	2278	746	701	976	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	7.8	12.5	12.6	12.6	9.3
Incr Delay (d2), s/veh	11.1	0.2	2.0	2.2	3.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	2.8	2.7	3.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	8.0	14.5	14.8	15.8	9.4
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		602	761		540	
Approach Delay, s/veh		8.5	14.6		15.2	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			23.0		18.8	5.1	17.8
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	5.0	18.0
Max Q Clear Time (g_c+I1), s			6.8		12.9	2.3	10.4
Green Ext Time (p_c), s			4.0		1.4	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

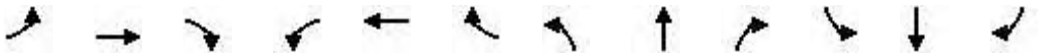
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	149	33	32	343	80	80	85	21	40	51	20
Future Volume (veh/h)	0	149	33	32	343	80	80	85	21	40	51	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	164	36	35	377	88	88	93	23	44	56	22
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	756	162	113	1260	309	174	179	44	144	158	62
Arrive On Green	0.00	0.27	0.27	0.48	0.48	0.48	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	0	2925	608	237	2632	645	1321	1410	349	1276	1244	489
Grp Volume(v), veh/h	0	99	101	267	0	233	88	0	116	44	0	78
Grp Sat Flow(s),veh/h/ln	0	1730	1712	1809	0	1705	1321	0	1758	1276	0	1733
Q Serve(g_s), s	0.0	5.3	5.5	10.9	0.0	9.9	7.8	0.0	7.4	4.0	0.0	4.9
Cycle Q Clear(g_c), s	0.0	5.3	5.5	10.9	0.0	9.9	12.8	0.0	7.4	11.4	0.0	4.9
Prop In Lane	0.00		0.36	0.13		0.38	1.00		0.20	1.00		0.28
Lane Grp Cap(c), veh/h	0	461	456	866	0	816	174	0	224	144	0	221
V/C Ratio(X)	0.00	0.21	0.22	0.31	0.00	0.28	0.51	0.00	0.52	0.31	0.00	0.35
Avail Cap(c_a), veh/h	0	461	456	866	0	816	423	0	555	384	0	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)	0.00	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.2	34.3	19.1	0.0	18.9	53.7	0.0	48.9	54.2	0.0	47.8
Incr Delay (d2), s/veh	0.0	1.1	1.1	0.9	0.0	0.9	0.8	0.0	0.7	0.4	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	0.0	2.4	2.5	4.8	0.0	4.1	2.6	0.0	3.3	1.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.3	35.4	20.1	0.0	19.8	54.5	0.0	49.6	54.7	0.0	48.2
LnGrp LOS	A	D	D	C	A	B	D	A	D	D	A	D
Approach Vol, veh/h		200			500			204			122	
Approach Delay, s/veh		35.3			19.9			51.7			50.5	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.5	20.4	37.1	20.4
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	34.8	37.9	32.0	37.9
Max Q Clear Time (g_c+I1), s	12.9	13.4	7.5	14.8
Green Ext Time (p_c), s	2.0	0.3	0.7	0.5

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

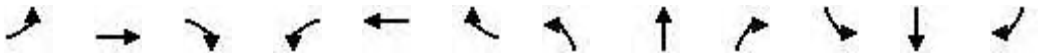
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	82	23	362	118	62	43	148	288	20	88	7
Future Volume (veh/h)	4	82	23	362	118	62	43	148	288	20	88	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	4	92	26	407	133	70	48	166	324	22	99	8
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	9	213	58	466	1185	529	78	188	367	44	534	43
Arrive On Green	0.01	0.08	0.08	0.27	0.34	0.34	0.05	0.34	0.34	0.03	0.32	0.32
Sat Flow, veh/h	1734	2687	732	1734	3460	1543	1734	551	1076	1734	1663	134
Grp Volume(v), veh/h	4	58	60	407	133	70	48	0	490	22	0	107
Grp Sat Flow(s),veh/h/ln	1734	1730	1689	1734	1730	1543	1734	0	1627	1734	0	1797
Q Serve(g_s), s	0.1	2.0	2.1	14.1	1.7	2.0	1.7	0.0	17.9	0.8	0.0	2.7
Cycle Q Clear(g_c), s	0.1	2.0	2.1	14.1	1.7	2.0	1.7	0.0	17.9	0.8	0.0	2.7
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.66	1.00		0.07
Lane Grp Cap(c), veh/h	9	137	134	466	1185	529	78	0	555	44	0	577
V/C Ratio(X)	0.43	0.42	0.45	0.87	0.11	0.13	0.61	0.00	0.88	0.50	0.00	0.19
Avail Cap(c_a), veh/h	138	494	483	647	2005	894	187	0	659	138	0	676
HCM Platoon Ratio	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	31.2	27.6	27.7	22.0	14.2	14.3	29.5	0.0	19.6	30.3	0.0	15.4
Incr Delay (d2), s/veh	28.4	2.1	2.3	9.5	0.0	0.1	7.6	0.0	11.9	8.5	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	0.1	0.9	0.9	6.5	0.6	0.6	0.8	0.0	7.9	0.4	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	29.7	30.0	31.5	14.2	14.4	37.1	0.0	31.5	38.8	0.0	15.6
LnGrp LOS	E	C	C	C	B	B	D	A	C	D	A	B
Approach Vol, veh/h		122			610			538			129	
Approach Delay, s/veh		30.9			25.8			32.0			19.5	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	26.0	21.4	9.5	7.3	24.7	4.8	26.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	25.5	23.5	18.0	6.8	23.7	5.0	36.5
Max Q Clear Time (g_c+I1), s	2.8	19.9	16.1	4.1	3.7	4.7	2.1	4.0
Green Ext Time (p_c), s	0.0	1.6	0.8	0.4	0.0	0.5	0.0	1.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	371	38	222	331	0	0	0	0	316	0	221
Future Volume (veh/h)	0	371	38	222	331	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	417	43	249	372	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	953	97	305	1712	0				463	0	412
Arrive On Green	0.00	0.21	0.21	0.18	0.49	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4750	466	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	300	160	249	372	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Cycle Q Clear(g_c), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	689	361	305	1712	0				463	0	412
V/C Ratio(X)	0.00	0.44	0.44	0.82	0.22	0.00				0.77	0.00	0.60
Avail Cap(c_a), veh/h	0	1739	912	518	3233	0				673	0	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	17.7	20.3	7.3	0.0				17.3	0.0	16.4
Incr Delay (d2), s/veh	0.0	0.7	1.5	2.1	0.1	0.0				3.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.6	2.7	0.9	0.0				3.8	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.4	19.2	22.4	7.4	0.0				20.5	0.0	17.8
LnGrp LOS	A	B	B	C	A	A				C	A	B
Approach Vol, veh/h		460			621						603	
Approach Delay, s/veh		18.7			13.4						19.4	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		31.5		19.8	14.7	16.7						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		47.9		19.9	* 15	26.9						
Max Q Clear Time (g_c+I1), s		5.1		11.7	9.1	6.1						
Green Ext Time (p_c), s		4.6		2.0	0.2	4.5						

Intersection Summary		
HCM 6th Ctrl Delay		17.0
HCM 6th LOS		B

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	213	147	183	111	132
Future Volume (veh/h)	177	213	147	183	111	132
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	199	239	165	206	125	148
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	366	573	377	645	191	864
Arrive On Green	0.21	0.21	0.21	0.21	0.11	0.47
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	199	239	165	206	125	148
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	2.9	2.2	2.3	2.6	2.0	1.3
Cycle Q Clear(g_c), s	2.9	2.2	2.3	2.6	2.0	1.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	366	573	377	645	191	864
V/C Ratio(X)	0.54	0.42	0.44	0.32	0.65	0.17
Avail Cap(c_a), veh/h	1092	1710	1146	1297	334	1783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	9.8	9.9	5.6	12.2	4.3
Incr Delay (d2), s/veh	1.3	0.5	0.8	0.3	3.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.5	0.7	0.9	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	10.2	10.7	5.9	16.0	4.4
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	438		371			273
Approach Delay, s/veh	10.7		8.0			9.7
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.6	10.4			18.1	10.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	4.0	4.6			3.3	4.9
Green Ext Time (p_c), s	0.0	1.4			0.8	1.3

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	143	193	420	122	11
Future Volume (veh/h)	43	143	193	420	122	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	47	155	210	457	133	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	92	2011	681	607	259	231
Arrive On Green	0.05	0.58	0.39	0.39	0.15	0.15
Sat Flow, veh/h	1734	3551	1821	1543	1734	1543
Grp Volume(v), veh/h	47	155	210	457	133	12
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1734	1543
Q Serve(g_s), s	0.9	0.7	2.8	8.5	2.4	0.2
Cycle Q Clear(g_c), s	0.9	0.7	2.8	8.5	2.4	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	92	2011	681	607	259	231
V/C Ratio(X)	0.51	0.08	0.31	0.75	0.51	0.05
Avail Cap(c_a), veh/h	285	2899	932	831	934	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	3.1	7.0	8.7	13.1	12.2
Incr Delay (d2), s/veh	4.4	0.0	0.3	2.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.7	2.2	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	3.1	7.2	11.3	14.7	12.3
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		202	667		145	
Approach Delay, s/veh		7.0	10.0		14.5	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			23.9		9.5	6.3	17.7
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s			2.7		4.4	2.9	10.5
Green Ext Time (p_c), s			0.9		0.3	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

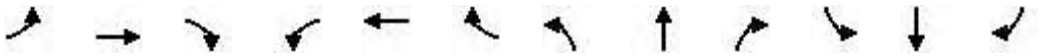
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	516	105	18	208	20	47	28	32	170	238	56
Future Volume (veh/h)	0	516	105	18	208	20	47	28	32	170	238	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	567	115	20	229	22	52	31	35	187	262	62
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	706	143	101	1202	121	125	186	210	331	339	80
Arrive On Green	0.00	0.25	0.25	0.40	0.40	0.40	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	0	2958	580	254	3019	303	1056	781	882	1335	1424	337
Grp Volume(v), veh/h	0	341	341	143	0	128	52	0	66	187	0	324
Grp Sat Flow(s),veh/h/ln	0	1730	1717	1808	0	1767	1056	0	1662	1335	0	1761
Q Serve(g_s), s	0.0	24.1	24.3	6.7	0.0	6.1	6.3	0.0	4.1	16.8	0.0	22.3
Cycle Q Clear(g_c), s	0.0	24.1	24.3	6.7	0.0	6.1	28.6	0.0	4.1	20.9	0.0	22.3
Prop In Lane	0.00		0.34	0.14		0.17	1.00		0.53	1.00		0.19
Lane Grp Cap(c), veh/h	0	426	423	720	0	703	125	0	396	331	0	419
V/C Ratio(X)	0.00	0.80	0.81	0.20	0.00	0.18	0.42	0.00	0.17	0.56	0.00	0.77
Avail Cap(c_a), veh/h	0	426	423	720	0	703	282	0	643	530	0	681
HCM Platoon Ratio	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	1.00	1.00	0.99	0.00	0.99	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	46.0	46.1	25.6	0.0	25.4	59.6	0.0	39.3	47.6	0.0	46.3
Incr Delay (d2), s/veh	0.0	14.7	15.1	0.6	0.0	0.6	0.8	0.0	0.1	0.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.1	12.1	3.0	0.0	2.7	1.7	0.0	1.7	5.7	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	60.7	61.2	26.2	0.0	26.0	60.4	0.0	39.4	48.2	0.0	47.4
LnGrp LOS	A	E	E	C	A	C	E	A	D	D	A	D
Approach Vol, veh/h		682			271			118			511	
Approach Delay, s/veh		60.9			26.1			48.7			47.7	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	56.9	36.0	37.1	36.0
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	32.4	50.3	32.0	50.3
Max Q Clear Time (g_c+I1), s	8.7	24.3	26.3	30.6
Green Ext Time (p_c), s	1.0	1.6	1.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Notes

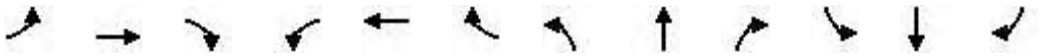
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	210	56	70	129	40	27	67	101	148	240	16
Future Volume (veh/h)	10	210	56	70	129	40	27	67	101	148	240	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	10	212	57	71	130	40	27	68	102	149	242	16
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	432	113	122	749	334	57	112	168	188	415	27
Arrive On Green	0.01	0.16	0.16	0.07	0.22	0.22	0.03	0.17	0.17	0.11	0.25	0.25
Sat Flow, veh/h	1734	2711	712	1734	3460	1543	1734	657	986	1734	1689	112
Grp Volume(v), veh/h	10	133	136	71	130	40	27	0	170	149	0	258
Grp Sat Flow(s),veh/h/ln	1734	1730	1693	1734	1730	1543	1734	0	1644	1734	0	1801
Q Serve(g_s), s	0.2	2.6	2.7	1.5	1.1	0.8	0.6	0.0	3.5	3.1	0.0	4.6
Cycle Q Clear(g_c), s	0.2	2.6	2.7	1.5	1.1	0.8	0.6	0.0	3.5	3.1	0.0	4.6
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.60	1.00		0.06
Lane Grp Cap(c), veh/h	23	276	270	122	749	334	57	0	280	188	0	443
V/C Ratio(X)	0.44	0.48	0.50	0.58	0.17	0.12	0.47	0.00	0.61	0.79	0.00	0.58
Avail Cap(c_a), veh/h	237	851	833	237	1702	759	237	0	831	261	0	935
HCM Platoon Ratio	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	17.9	14.0	14.1	16.5	11.7	11.5	17.4	0.0	14.1	15.9	0.0	12.2
Incr Delay (d2), s/veh	12.5	1.3	1.4	4.4	0.1	0.2	6.0	0.0	2.1	10.8	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.9	0.6	0.4	0.2	0.3	0.0	1.2	1.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	15.3	15.5	20.9	11.8	11.7	23.4	0.0	16.2	26.7	0.0	13.4
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		279			241			197			407	
Approach Delay, s/veh		16.0			14.4			17.2			18.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	10.7	7.1	10.3	5.7	13.5	5.0	12.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.1	5.5	3.5	4.7	2.6	6.6	2.2	3.1
Green Ext Time (p_c), s	0.0	0.7	0.0	1.2	0.0	1.1	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	351	130	274	162	0	0	0	0	487	2	63
Future Volume (veh/h)	0	351	130	274	162	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	382	141	298	176	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	721	253	342	1652	0				600	2	536
Arrive On Green	0.00	0.20	0.20	0.20	0.48	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3794	1276	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	347	176	298	176	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1591	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	6.5	6.9	11.6	1.9	0.0				20.0	0.0	2.1
Cycle Q Clear(g_c), s	0.0	6.5	6.9	11.6	1.9	0.0				20.0	0.0	2.1
Prop In Lane	0.00		0.80	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	658	316	342	1652	0				602	0	536
V/C Ratio(X)	0.00	0.53	0.56	0.87	0.11	0.00				0.88	0.00	0.13
Avail Cap(c_a), veh/h	0	1267	608	414	2432	0				721	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.0	25.1	27.1	10.0	0.0				21.4	0.0	15.5
Incr Delay (d2), s/veh	0.0	1.1	2.6	14.0	0.0	0.0				10.9	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
%ile BackOfQ(50%),veh/ln	0.0	2.5	2.7	5.9	0.7	0.0				9.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.1	27.7	41.1	10.1	0.0				32.2	0.0	15.6
LnGrp LOS	A	C	C	D	B	A				C	A	B
Approach Vol, veh/h		523			474						599	
Approach Delay, s/veh		26.6			29.6						30.3	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.3		30.3	19.4	19.9						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		48.9		28.9	* 17	26.6						
Max Q Clear Time (g_c+I1), s		3.9		22.0	13.6	8.9						
Green Ext Time (p_c), s		2.0		2.1	0.2	4.9						

Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	357	78	57	783	164	169
Future Volume (veh/h)	357	78	57	783	164	169
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	380	83	61	833	174	180
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	452	708	645	949	220	1032
Arrive On Green	0.26	0.26	0.35	0.35	0.13	0.57
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	380	83	61	833	174	180
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	10.8	1.2	1.2	18.5	5.1	2.5
Cycle Q Clear(g_c), s	10.8	1.2	1.2	18.5	5.1	2.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	452	708	645	949	220	1032
V/C Ratio(X)	0.84	0.12	0.09	0.88	0.79	0.17
Avail Cap(c_a), veh/h	607	951	645	949	322	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	14.7	11.3	7.4	22.1	5.4
Incr Delay (d2), s/veh	7.8	0.1	0.1	9.4	8.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.3	0.4	12.2	2.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	14.8	11.3	16.8	30.1	5.5
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	463		894			354
Approach Delay, s/veh	24.0		16.5			17.6
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	23.0			34.1	18.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.7	18.5			32.7	18.3
Max Q Clear Time (g_c+I1), s	7.1	20.5			4.5	12.8
Green Ext Time (p_c), s	0.1	0.0			1.0	0.8

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	596	526	263	476	43
Future Volume (veh/h)	11	596	526	263	476	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	12	648	572	286	517	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	1553	745	372	609	542
Arrive On Green	0.02	0.45	0.33	0.33	0.35	0.35
Sat Flow, veh/h	1734	3551	2326	1116	1734	1543
Grp Volume(v), veh/h	12	648	443	415	517	47
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1620	1734	1543
Q Serve(g_s), s	0.3	5.7	10.3	10.3	12.4	0.9
Cycle Q Clear(g_c), s	0.3	5.7	10.3	10.3	12.4	0.9
Prop In Lane	1.00			0.69	1.00	1.00
Lane Grp Cap(c), veh/h	27	1553	577	540	609	542
V/C Ratio(X)	0.45	0.42	0.77	0.77	0.85	0.09
Avail Cap(c_a), veh/h	193	2116	693	649	906	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	8.4	13.4	13.4	13.5	9.8
Incr Delay (d2), s/veh	11.2	0.2	4.3	4.6	5.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.6	3.9	3.7	4.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.1	8.6	17.7	18.1	18.6	9.8
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h		660	858		564	
Approach Delay, s/veh		9.0	17.9		17.8	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			24.7		20.3	5.2	19.5
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	5.0	18.0
Max Q Clear Time (g_c+I1), s			7.7		14.4	2.3	12.3
Green Ext Time (p_c), s			4.4		1.4	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

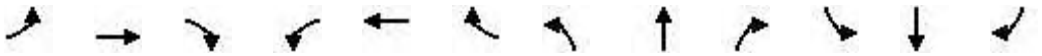
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	163	37	32	386	80	92	85	21	40	51	21
Future Volume (veh/h)	0	163	37	32	386	80	92	85	21	40	51	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	179	41	35	424	88	101	93	23	44	56	23
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	749	168	102	1273	278	187	193	48	157	168	69
Arrive On Green	0.00	0.27	0.27	0.47	0.47	0.47	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	0	2900	629	217	2715	593	1320	1410	349	1276	1227	504
Grp Volume(v), veh/h	0	109	111	292	0	255	101	0	116	44	0	79
Grp Sat Flow(s),veh/h/ln	0	1730	1708	1810	0	1714	1320	0	1758	1276	0	1730
Q Serve(g_s), s	0.0	5.9	6.1	12.3	0.0	11.1	9.0	0.0	7.3	4.0	0.0	5.0
Cycle Q Clear(g_c), s	0.0	5.9	6.1	12.3	0.0	11.1	13.9	0.0	7.3	11.3	0.0	5.0
Prop In Lane	0.00		0.37	0.12		0.35	1.00		0.20	1.00		0.29
Lane Grp Cap(c), veh/h	0	461	455	848	0	803	187	0	241	157	0	237
V/C Ratio(X)	0.00	0.24	0.24	0.34	0.00	0.32	0.54	0.00	0.48	0.28	0.00	0.33
Avail Cap(c_a), veh/h	0	461	455	848	0	803	401	0	528	365	0	519
HCM Platoon Ratio	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	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	0.99	0.00	0.99
Uniform Delay (d), s/veh	0.0	34.4	34.5	20.2	0.0	19.9	53.1	0.0	47.8	53.0	0.0	46.8
Incr Delay (d2), s/veh	0.0	1.2	1.3	1.1	0.0	1.0	0.9	0.0	0.6	0.4	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	0.0	2.6	2.7	5.4	0.0	4.7	3.0	0.0	3.2	1.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.6	35.8	21.3	0.0	20.9	54.0	0.0	48.4	53.4	0.0	47.1
LnGrp LOS	A	D	D	C	A	C	D	A	D	D	A	D
Approach Vol, veh/h		220			547			217			123	
Approach Delay, s/veh		35.7			21.1			51.0			49.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	61.3	21.6	37.1	21.6
Change Period (Y+Rc), s	5.1	5.1	5.1	5.1
Max Green Setting (Gmax), s	36.7	36.0	32.0	36.0
Max Q Clear Time (g_c+I1), s	14.3	13.3	8.1	15.9
Green Ext Time (p_c), s	2.2	0.3	0.8	0.5

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

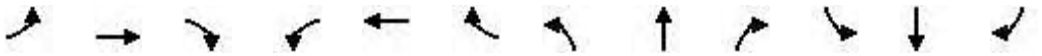
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	82	23	362	118	65	43	157	288	20	91	7
Future Volume (veh/h)	5	82	23	362	118	65	43	157	288	20	91	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	6	92	26	407	133	73	48	176	324	22	102	8
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	14	210	57	464	1170	522	78	199	366	44	545	43
Arrive On Green	0.01	0.08	0.08	0.27	0.34	0.34	0.04	0.35	0.35	0.03	0.33	0.33
Sat Flow, veh/h	1734	2687	732	1734	3460	1543	1734	574	1057	1734	1667	131
Grp Volume(v), veh/h	6	58	60	407	133	73	48	0	500	22	0	110
Grp Sat Flow(s),veh/h/ln	1734	1730	1689	1734	1730	1543	1734	0	1631	1734	0	1798
Q Serve(g_s), s	0.2	2.0	2.2	14.3	1.7	2.1	1.7	0.0	18.4	0.8	0.0	2.8
Cycle Q Clear(g_c), s	0.2	2.0	2.2	14.3	1.7	2.1	1.7	0.0	18.4	0.8	0.0	2.8
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.65	1.00		0.07
Lane Grp Cap(c), veh/h	14	135	132	464	1170	522	78	0	565	44	0	587
V/C Ratio(X)	0.44	0.43	0.45	0.88	0.11	0.14	0.62	0.00	0.89	0.50	0.00	0.19
Avail Cap(c_a), veh/h	136	489	477	623	1949	869	185	0	668	136	0	685
HCM Platoon Ratio	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	31.5	28.0	28.1	22.3	14.5	14.7	29.9	0.0	19.6	30.7	0.0	15.4
Incr Delay (d2), s/veh	20.4	2.1	2.4	10.6	0.0	0.1	7.7	0.0	12.1	8.6	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	0.2	0.9	0.9	6.7	0.6	0.7	0.9	0.0	8.2	0.4	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	30.1	30.5	32.9	14.6	14.8	37.6	0.0	31.7	39.2	0.0	15.5
LnGrp LOS	D	C	C	C	B	B	D	A	C	D	A	B
Approach Vol, veh/h		124			613			548			132	
Approach Delay, s/veh		31.4			26.7			32.2			19.5	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	26.6	21.6	9.5	7.4	25.3	5.0	26.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	26.1	22.9	18.0	6.8	24.3	5.0	35.9
Max Q Clear Time (g_c+I1), s	2.8	20.4	16.3	4.2	3.7	4.8	2.2	4.1
Green Ext Time (p_c), s	0.0	1.7	0.8	0.4	0.0	0.5	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	371	38	222	334	0	0	0	0	316	0	221
Future Volume (veh/h)	0	371	38	222	334	0	0	0	0	316	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	417	43	249	375	0				355	0	248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	953	97	305	1712	0				463	0	412
Arrive On Green	0.00	0.21	0.21	0.18	0.49	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	4750	466	1734	3551	0				1734	0	1543
Grp Volume(v), veh/h	0	300	160	249	375	0				355	0	248
Grp Sat Flow(s),veh/h/ln	0	1657	1737	1734	1730	0				1734	0	1543
Q Serve(g_s), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Cycle Q Clear(g_c), s	0.0	4.0	4.1	7.1	3.1	0.0				9.7	0.0	7.2
Prop In Lane	0.00		0.27	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	689	361	305	1712	0				463	0	412
V/C Ratio(X)	0.00	0.44	0.44	0.82	0.22	0.00				0.77	0.00	0.60
Avail Cap(c_a), veh/h	0	1739	912	518	3233	0				673	0	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	17.7	20.3	7.3	0.0				17.3	0.0	16.4
Incr Delay (d2), s/veh	0.0	0.7	1.5	2.1	0.1	0.0				3.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.6	2.7	0.9	0.0				3.8	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.4	19.2	22.4	7.4	0.0				20.5	0.0	17.8
LnGrp LOS	A	B	B	C	A	A				C	A	B
Approach Vol, veh/h		460			624						603	
Approach Delay, s/veh		18.7			13.4						19.4	
Approach LOS		B			B						B	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		31.5		19.8	14.7	16.7						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		47.9		19.9	* 15	26.9						
Max Q Clear Time (g_c+I1), s		5.1		11.7	9.1	6.1						
Green Ext Time (p_c), s		4.6		2.0	0.2	4.5						

Intersection Summary		
HCM 6th Ctrl Delay		17.0
HCM 6th LOS		B

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	218	153	183	113	133
Future Volume (veh/h)	177	218	153	183	113	133
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	199	245	172	206	127	149
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	367	575	378	647	192	865
Arrive On Green	0.21	0.21	0.21	0.21	0.11	0.48
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	199	245	172	206	127	149
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	2.9	2.2	2.4	2.6	2.0	1.3
Cycle Q Clear(g_c), s	2.9	2.2	2.4	2.6	2.0	1.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	367	575	378	647	192	865
V/C Ratio(X)	0.54	0.43	0.46	0.32	0.66	0.17
Avail Cap(c_a), veh/h	1087	1702	1141	1294	332	1775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	9.8	10.0	5.6	12.3	4.3
Incr Delay (d2), s/veh	1.2	0.5	0.9	0.3	3.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.5	0.7	0.9	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	10.3	10.8	5.9	16.1	4.4
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	444		378			276
Approach Delay, s/veh	10.8		8.1			9.8
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.7	10.5			18.1	10.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	5.5	18.0			28.0	18.0
Max Q Clear Time (g_c+I1), s	4.0	4.6			3.3	4.9
Green Ext Time (p_c), s	0.0	1.4			0.8	1.3

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	156	206	429	129	11
Future Volume (veh/h)	43	156	206	429	129	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	47	170	224	466	140	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	92	2023	689	615	257	229
Arrive On Green	0.05	0.58	0.40	0.40	0.15	0.15
Sat Flow, veh/h	1734	3551	1821	1543	1734	1543
Grp Volume(v), veh/h	47	170	224	466	140	12
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1543	1734	1543
Q Serve(g_s), s	0.9	0.7	3.0	8.8	2.5	0.2
Cycle Q Clear(g_c), s	0.9	0.7	3.0	8.8	2.5	0.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	92	2023	689	615	257	229
V/C Ratio(X)	0.51	0.08	0.32	0.76	0.54	0.05
Avail Cap(c_a), veh/h	283	2874	924	824	926	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	3.1	7.0	8.7	13.3	12.3
Incr Delay (d2), s/veh	4.4	0.0	0.3	2.8	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.8	2.3	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	3.1	7.3	11.6	15.1	12.4
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		217	690		152	
Approach Delay, s/veh		6.7	10.2		14.9	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			24.2		9.5	6.3	17.9
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			28.0		18.0	5.5	18.0
Max Q Clear Time (g_c+I1), s			2.7		4.5	2.9	10.8
Green Ext Time (p_c), s			1.0		0.3	0.0	2.7

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

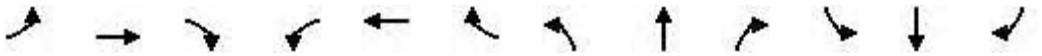
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	570	122	18	243	20	58	28	32	170	238	60
Future Volume (veh/h)	0	570	122	18	243	20	58	28	32	170	238	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	0	626	134	20	267	22	64	31	35	187	262	66
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	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	853	182	72	996	86	142	195	220	352	351	88
Arrive On Green	0.00	0.30	0.30	0.32	0.32	0.32	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	0	2927	606	223	3094	267	1052	781	882	1335	1404	354
Grp Volume(v), veh/h	0	381	379	163	0	146	64	0	66	187	0	328
Grp Sat Flow(s),veh/h/ln	0	1730	1712	1810	0	1773	1052	0	1662	1335	0	1757
Q Serve(g_s), s	0.0	23.7	23.8	8.0	0.0	7.3	7.2	0.0	3.7	15.3	0.0	20.7
Cycle Q Clear(g_c), s	0.0	23.7	23.8	8.0	0.0	7.3	27.8	0.0	3.7	19.0	0.0	20.7
Prop In Lane	0.00		0.35	0.12		0.15	1.00		0.53	1.00		0.20
Lane Grp Cap(c), veh/h	0	520	515	582	0	571	142	0	415	352	0	439
V/C Ratio(X)	0.00	0.73	0.73	0.28	0.00	0.26	0.45	0.00	0.16	0.53	0.00	0.75
Avail Cap(c_a), veh/h	0	520	515	582	0	571	195	0	500	420	0	529
HCM Platoon Ratio	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	1.00	1.00	0.98	0.00	0.98	1.00	0.00	1.00	0.84	0.00	0.84
Uniform Delay (d), s/veh	0.0	37.6	37.7	30.3	0.0	30.1	54.3	0.0	35.2	42.6	0.0	41.5
Incr Delay (d2), s/veh	0.0	8.8	9.0	1.2	0.0	1.1	0.8	0.0	0.1	0.4	0.0	3.0
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	11.3	11.2	3.7	0.0	3.3	1.9	0.0	1.5	5.1	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.5	46.7	31.5	0.0	31.1	55.2	0.0	35.2	43.0	0.0	44.5
LnGrp LOS	A	D	D	C	A	C	E	A	D	D	A	D
Approach Vol, veh/h		760			309			130			515	
Approach Delay, s/veh		46.6			31.3			45.0			43.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.7		35.1		41.2		35.1				
Change Period (Y+Rc), s		5.1		5.1		5.1		5.1				
Max Green Setting (Gmax), s		32.5		36.1		36.1		36.1				
Max Q Clear Time (g_c+I1), s		10.0		22.7		25.8		29.8				
Green Ext Time (p_c), s		1.1		1.4		2.5		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			42.9									
HCM 6th LOS			D									

Notes

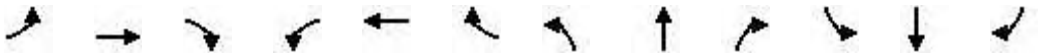
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	210	56	70	129	42	27	75	101	151	253	16
Future Volume (veh/h)	11	210	56	70	129	42	27	75	101	151	253	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	11	212	57	71	130	42	27	76	102	153	256	16
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	430	113	121	741	330	57	123	165	193	429	27
Arrive On Green	0.01	0.16	0.16	0.07	0.21	0.21	0.03	0.17	0.17	0.11	0.25	0.25
Sat Flow, veh/h	1734	2711	712	1734	3460	1543	1734	705	946	1734	1696	106
Grp Volume(v), veh/h	11	133	136	71	130	42	27	0	178	153	0	272
Grp Sat Flow(s),veh/h/ln	1734	1730	1693	1734	1730	1543	1734	0	1651	1734	0	1802
Q Serve(g_s), s	0.2	2.6	2.7	1.5	1.1	0.8	0.6	0.0	3.7	3.2	0.0	4.9
Cycle Q Clear(g_c), s	0.2	2.6	2.7	1.5	1.1	0.8	0.6	0.0	3.7	3.2	0.0	4.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.57	1.00		0.06
Lane Grp Cap(c), veh/h	25	274	268	121	741	330	57	0	288	193	0	456
V/C Ratio(X)	0.44	0.49	0.51	0.59	0.18	0.13	0.48	0.00	0.62	0.79	0.00	0.60
Avail Cap(c_a), veh/h	234	841	823	234	1682	750	234	0	825	258	0	924
HCM Platoon Ratio	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	18.1	14.2	14.3	16.7	11.9	11.8	17.6	0.0	14.2	16.0	0.0	12.2
Incr Delay (d2), s/veh	11.6	1.3	1.5	4.4	0.1	0.2	6.1	0.0	2.2	11.6	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	1.0	0.6	0.4	0.2	0.3	0.0	1.3	1.7	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	15.5	15.7	21.1	12.0	11.9	23.7	0.0	16.3	27.6	0.0	13.4
LnGrp LOS	C	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		280			243			205			425	
Approach Delay, s/veh		16.2			14.7			17.3			18.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	11.0	7.1	10.4	5.7	13.9	5.0	12.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.2	5.7	3.5	4.7	2.6	6.9	2.2	3.1
Green Ext Time (p_c), s	0.0	0.8	0.0	1.2	0.0	1.2	0.0	0.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	130	274	164	0	0	0	0	487	2	63
Future Volume (veh/h)	0	354	130	274	164	0	0	0	0	487	2	63
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1821	1821	1821	1821	0				1821	1821	1821
Adj Flow Rate, veh/h	0	385	141	298	178	0				529	2	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	725	253	341	1654	0				600	2	536
Arrive On Green	0.00	0.20	0.20	0.20	0.48	0.00				0.35	0.35	0.35
Sat Flow, veh/h	0	3801	1270	1734	3551	0				1728	7	1543
Grp Volume(v), veh/h	0	349	177	298	178	0				531	0	68
Grp Sat Flow(s),veh/h/ln	0	1657	1593	1734	1730	0				1735	0	1543
Q Serve(g_s), s	0.0	6.6	7.0	11.6	2.0	0.0				20.1	0.0	2.1
Cycle Q Clear(g_c), s	0.0	6.6	7.0	11.6	2.0	0.0				20.1	0.0	2.1
Prop In Lane	0.00		0.80	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	660	317	341	1654	0				602	0	536
V/C Ratio(X)	0.00	0.53	0.56	0.87	0.11	0.00				0.88	0.00	0.13
Avail Cap(c_a), veh/h	0	1265	608	413	2428	0				719	0	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.0	25.1	27.1	10.0	0.0				21.4	0.0	15.5
Incr Delay (d2), s/veh	0.0	1.1	2.6	14.1	0.0	0.0				10.9	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
%ile BackOfQ(50%),veh/ln	0.0	2.6	2.7	5.9	0.7	0.0				9.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.1	27.8	41.3	10.1	0.0				32.3	0.0	15.6
LnGrp LOS	A	C	C	D	B	A				C	A	B
Approach Vol, veh/h		526			476						599	
Approach Delay, s/veh		26.7			29.6						30.4	
Approach LOS		C			C						C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.4		30.3	19.4	20.0						
Change Period (Y+Rc), s		6.1		6.1	* 5.7	6.1						
Max Green Setting (Gmax), s		48.9		28.9	* 17	26.6						
Max Q Clear Time (g_c+I1), s		4.0		22.1	13.6	9.0						
Green Ext Time (p_c), s		2.0		2.1	0.2	4.9						

Intersection Summary		
HCM 6th Ctrl Delay		28.9
HCM 6th LOS		C

Notes

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	357	82	61	783	169	175
Future Volume (veh/h)	357	82	61	783	169	175
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	380	87	65	833	180	186
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	453	709	641	946	226	1034
Arrive On Green	0.26	0.26	0.35	0.35	0.13	0.57
Sat Flow, veh/h	1734	2716	1821	1543	1734	1821
Grp Volume(v), veh/h	380	87	65	833	180	186
Grp Sat Flow(s),veh/h/ln	1734	1358	1821	1543	1734	1821
Q Serve(g_s), s	10.9	1.3	1.3	18.5	5.3	2.6
Cycle Q Clear(g_c), s	10.9	1.3	1.3	18.5	5.3	2.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	453	709	641	946	226	1034
V/C Ratio(X)	0.84	0.12	0.10	0.88	0.80	0.18
Avail Cap(c_a), veh/h	610	956	641	946	313	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	14.8	11.5	7.5	22.2	5.5
Incr Delay (d2), s/veh	7.7	0.1	0.1	9.7	9.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.4	0.5	12.3	2.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	14.9	11.5	17.2	31.5	5.5
LnGrp LOS	C	B	B	B	C	A
Approach Vol, veh/h	467		898			366
Approach Delay, s/veh	24.0		16.8			18.3
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.4	23.0			34.4	18.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	18.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	7.3	20.5			4.6	12.9
Green Ext Time (p_c), s	0.1	0.0			1.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	649	579	300	497	43
Future Volume (veh/h)	11	649	579	300	497	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1821	1821	1821	1821	1821	1821
Adj Flow Rate, veh/h	12	705	629	326	540	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	27	1587	766	397	607	540
Arrive On Green	0.02	0.46	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1734	3551	2295	1142	1734	1543
Grp Volume(v), veh/h	12	705	494	461	540	47
Grp Sat Flow(s),veh/h/ln	1734	1730	1730	1616	1734	1543
Q Serve(g_s), s	0.3	6.5	12.3	12.3	13.8	1.0
Cycle Q Clear(g_c), s	0.3	6.5	12.3	12.3	13.8	1.0
Prop In Lane	1.00			0.71	1.00	1.00
Lane Grp Cap(c), veh/h	27	1587	601	562	607	540
V/C Ratio(X)	0.45	0.44	0.82	0.82	0.89	0.09
Avail Cap(c_a), veh/h	184	2024	662	619	682	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	8.6	14.0	14.0	14.4	10.2
Incr Delay (d2), s/veh	11.3	0.2	7.5	8.0	12.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.9	5.2	4.9	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.3	8.8	21.6	22.0	27.3	10.3
LnGrp LOS	C	A	C	C	C	B
Approach Vol, veh/h		717	955		587	
Approach Delay, s/veh		9.3	21.8		25.9	
Approach LOS		A	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			26.1		20.9	5.2	20.8
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			27.5		18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s			8.5		15.8	2.3	14.3
Green Ext Time (p_c), s			4.8		0.6	0.0	2.1

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

Appendix K

Signal Warrant Analysis Worksheets

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

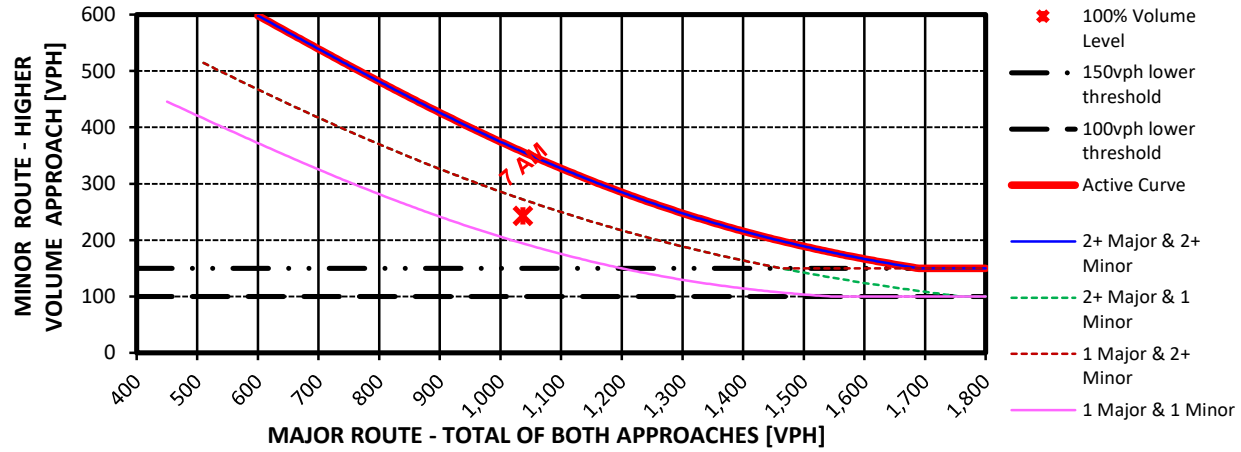
Minor Street:	***F St***
Major Street:	***Bay Blvd***
Scenario:	***Opening Year 2026 w/Proj AM Peak***
# Lanes on Minor Street:	***2***
# Lanes on Major Street:	***2***

Peak Hour Data

Peak Hour	*Major Route*	*Minor Route*
7 AM	***1,037***	***243***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) Number of Approaches [ ] *3* [X] *4 or more*		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***0.9***	Volume :		***243***	Volume :		***1,280***
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

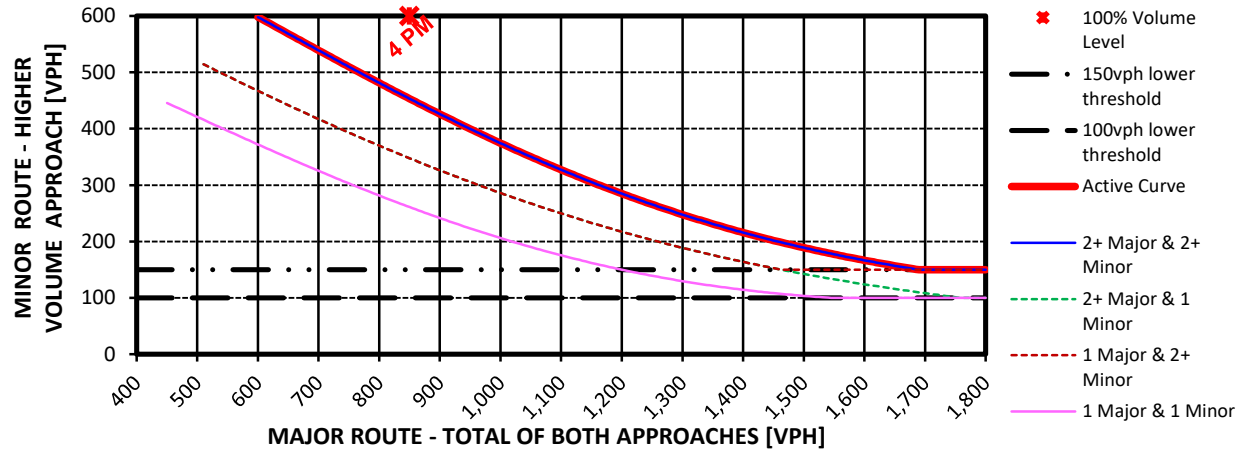
Minor Street: ***F St***
Major Street: ***Bay Blvd***
Scenario: ***Opening Year 2026 w/Proj PM Peak***

Lanes on Minor Street: ***2***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***850***	***628***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [ ] *3* [X] *4 or more*		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***7.4***	Volume :		***628***	Volume :		***1,478***
Fulfilled? [X] Yes [ ]		NO	Fulfilled? [X] Yes [ ]		NO	Fulfilled? [X] Yes [ ]		NO

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

Minor Street: ***F St***
Major Street: ***Bay Blvd***
Scenario: ***Opening Year 2026 w/Total Proj AM Peak***

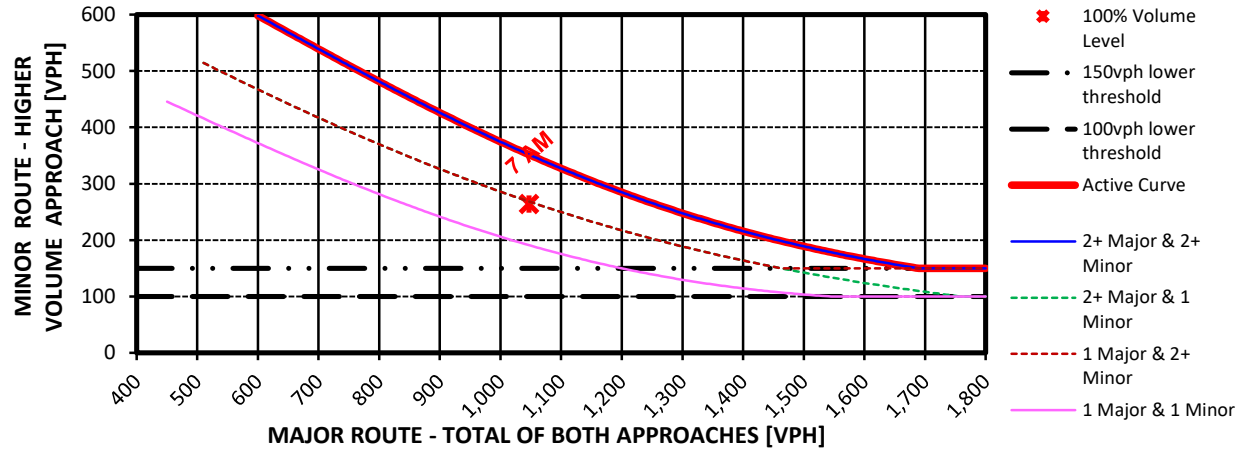
Lanes on Minor Street: ***2***
Lanes on Major Street: ***2***

Peak Hour Data

Peak Hour	*Major Route*	*Minor Route*
7 AM	***1,047***	***264***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) Number of Approaches [ ] *3* [X] *4 or more*		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***1.1***	Volume :		***264***	Volume :		***1,311***
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

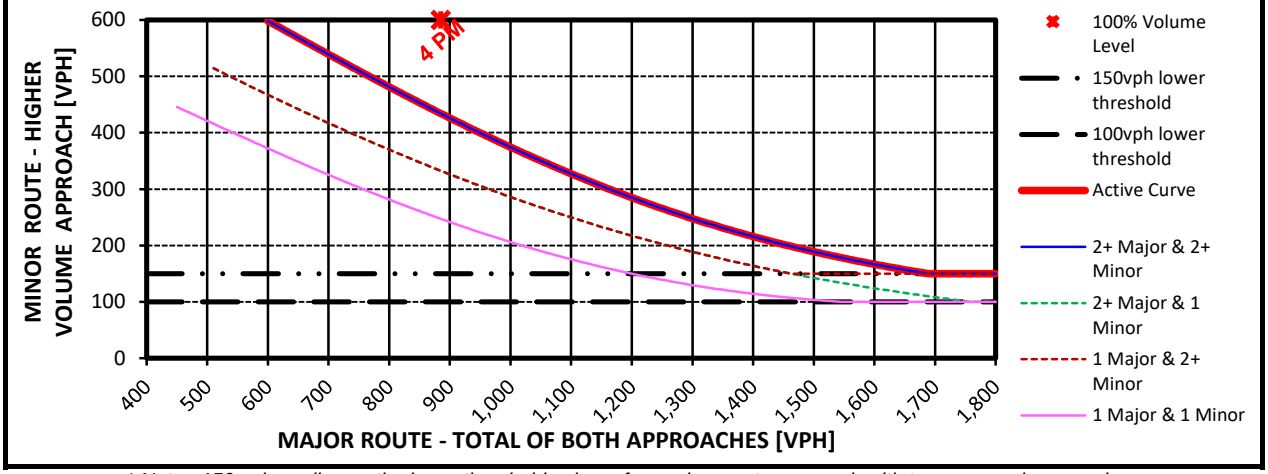
Minor Street:	***F St***
Major Street:	***Bay Blvd***
Scenario:	***Opening Year 2026 w/Total Proj PM Peak***
# Lanes on Minor Street:	***2***
# Lanes on Major Street:	***2***

Peak Hour Data

Peak Hour	*Major Route*	*Minor Route*
4 PM	***885***	***628***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [ ] *3* [X] *4 or more*		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***8.3***	Volume :		***628***	Volume :		***1,513***
Fulfilled? [X] Yes [ ]		NO	Fulfilled? [X] Yes [ ]		NO	Fulfilled? [X] Yes [ ]		NO

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

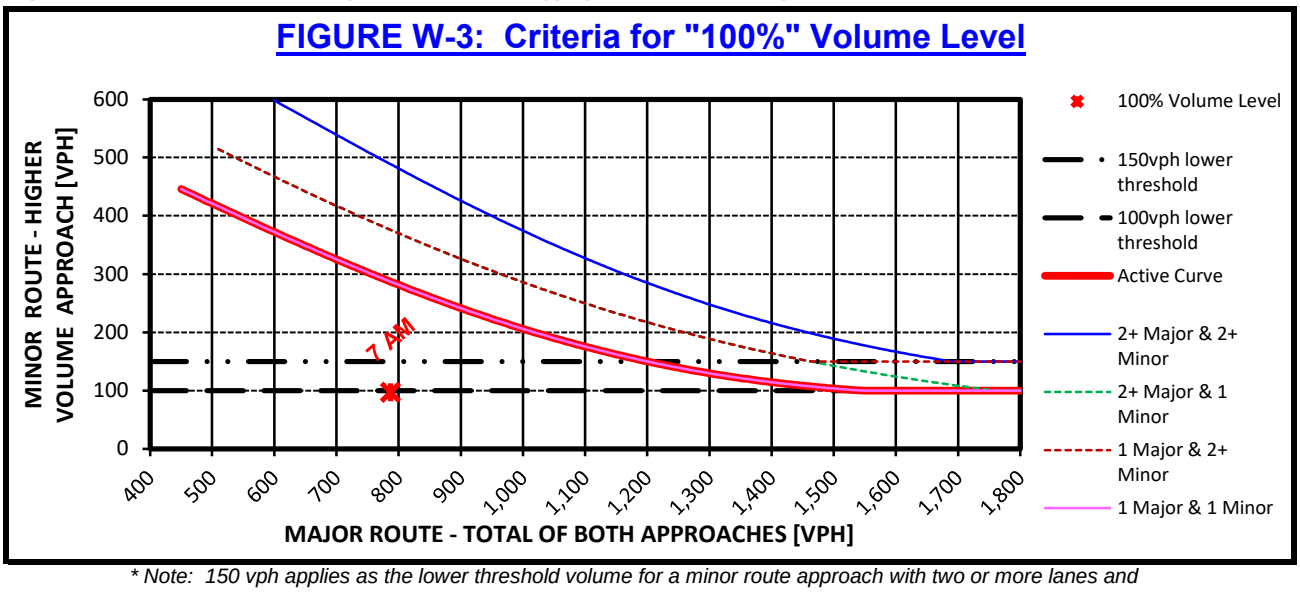
Minor Street: ***G St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***1***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
7 AM	***787***	***97***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)			
								Number of Approaches			
								[X] *3*		[ ] *4 or more*	
Approaches Lanes:	1	2		Approaches Lanes	1	2		No. of Approaches	3	4	
Delay Criteria:	4.0	5.0		Volume Criteria	100	150		Volume Criteria	650	800	
Delay:	***0.5***			Volume :	***97***			Volume :	***884***		
Fulfilled? [ ] Yes	[X] NO			Fulfilled? [ ] Yes	[X] NO			Fulfilled? [X] Yes	[ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

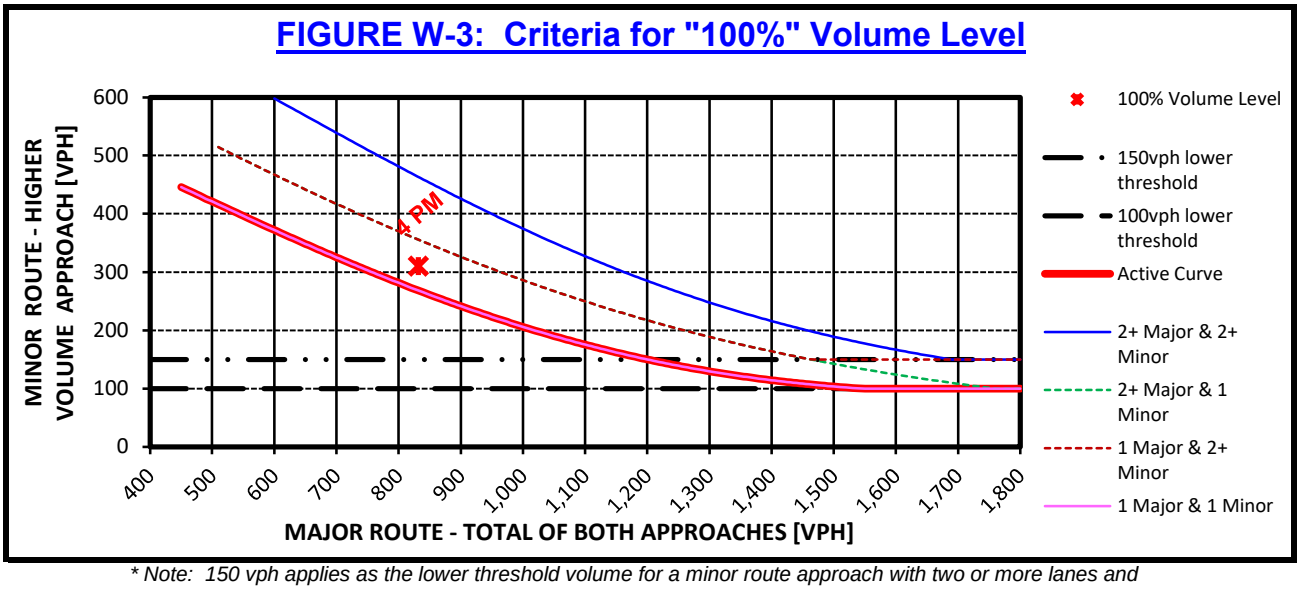
Minor Street: ***G St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Proj PM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***1***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***832***	***310***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)				2. Volume on Minor Approach (veh/hr)				3. Total Entering Volume (veh/hr)			
								Number of Approaches			
								[X] *3*		[ ] *4 or more*	
Approaches Lanes:	1	2		Approaches Lanes	1	2		No. of Approaches	3	4	
Delay Criteria:	4.0	5.0		Volume Criteria	100	150		Volume Criteria	650	800	
Delay:	***3.4***			Volume :	***310***			Volume :	***1,142***		
Fulfilled? [ ] Yes	[X] NO			Fulfilled? [X] Yes	[ ] NO			Fulfilled? [X] Yes	[ ] NO		

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Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

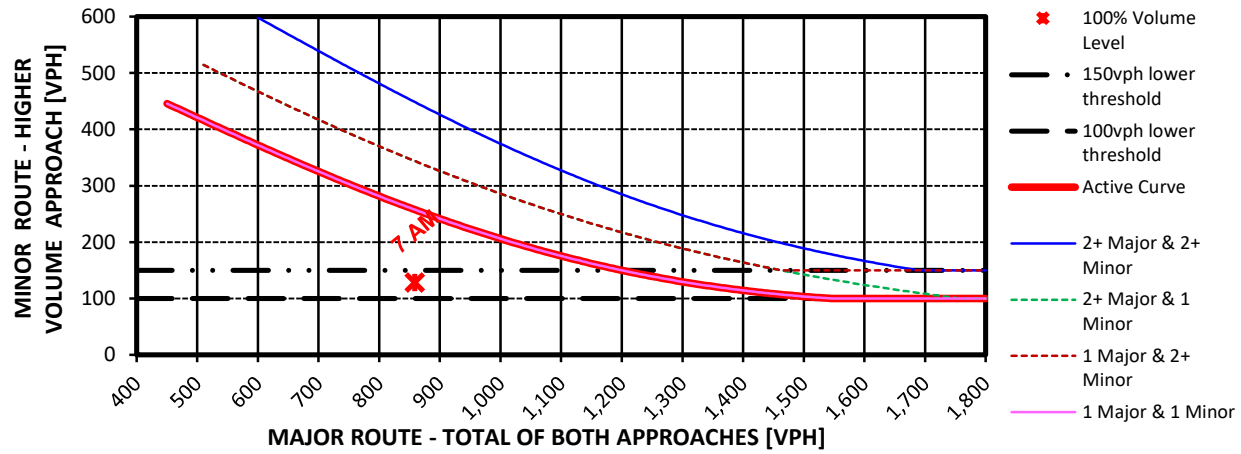
Minor Street: ***G St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Total Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***1***

Peak Hour Data		
Peak Hour	Major Route	Minor Route
7 AM	859	128

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	0.8		Volume :	128		Volume :	987	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

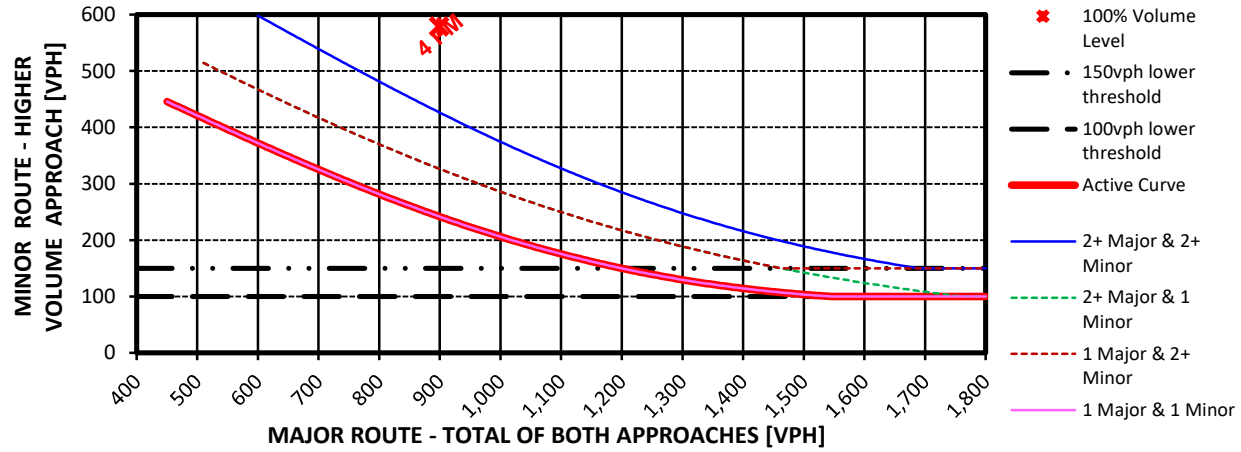
Minor Street: ***G St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Total Proj PM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***1***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***899***	***579***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) Number of Approaches [X] *3* [ ] *4 or more*		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***36.2***		Volume :	***579***		Volume :	***1,478***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

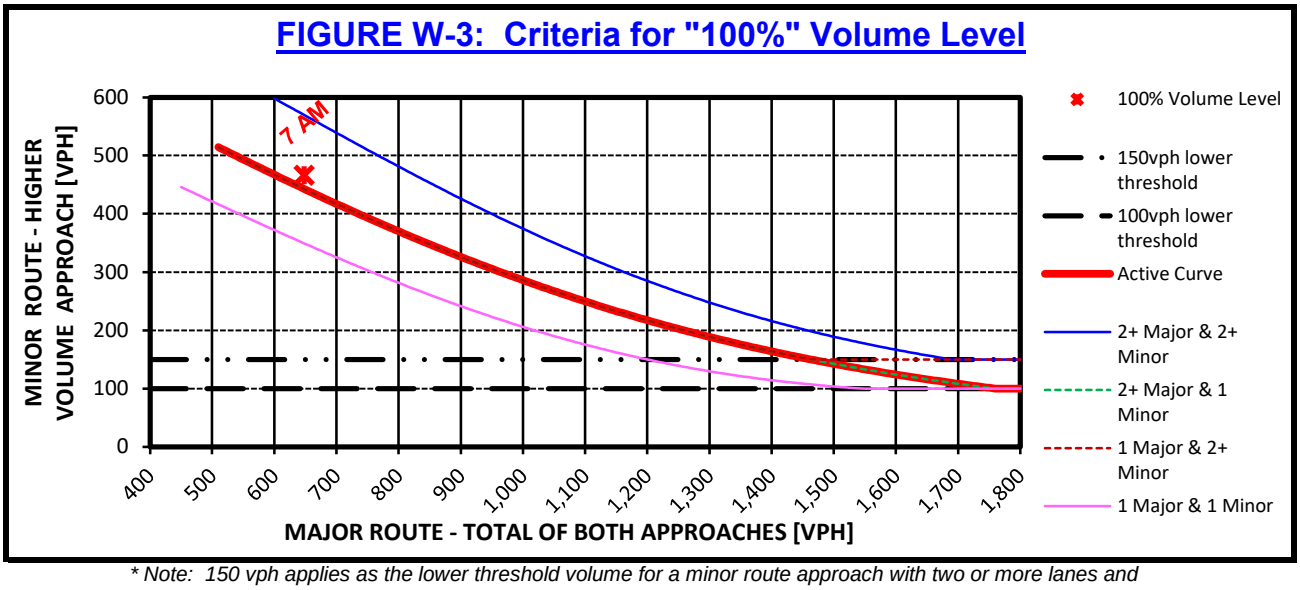
Minor Street: ***Bay Blvd***
Major Street: ***J St***
Scenario: ***Existing Plus Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
7 AM	***648***	***466***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***6.1***		Volume :	***466***		Volume :	***1,114***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

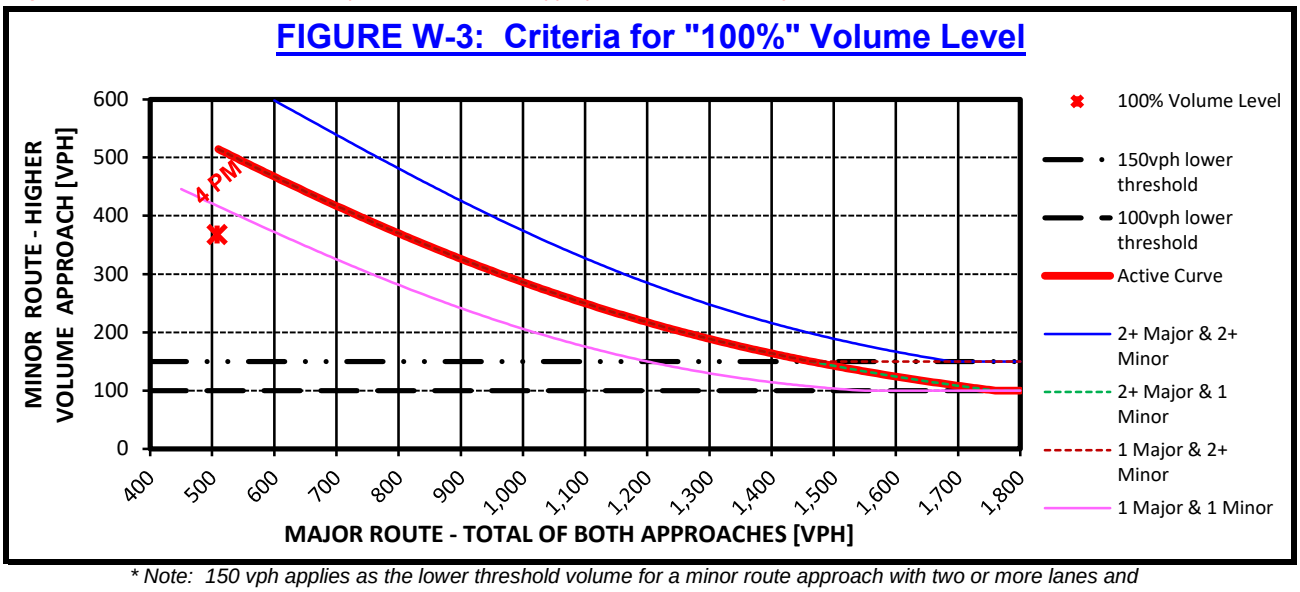
Minor Street: ***Bay Blvd***
Major Street: ***J St***
Scenario: ***Existing Plus Proj PM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***508***	***368***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr)		
						Number of Approaches		
						[X] *3*	[ ] *4 or more*	
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***1.4***		Volume :	***368***		Volume :	***876***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

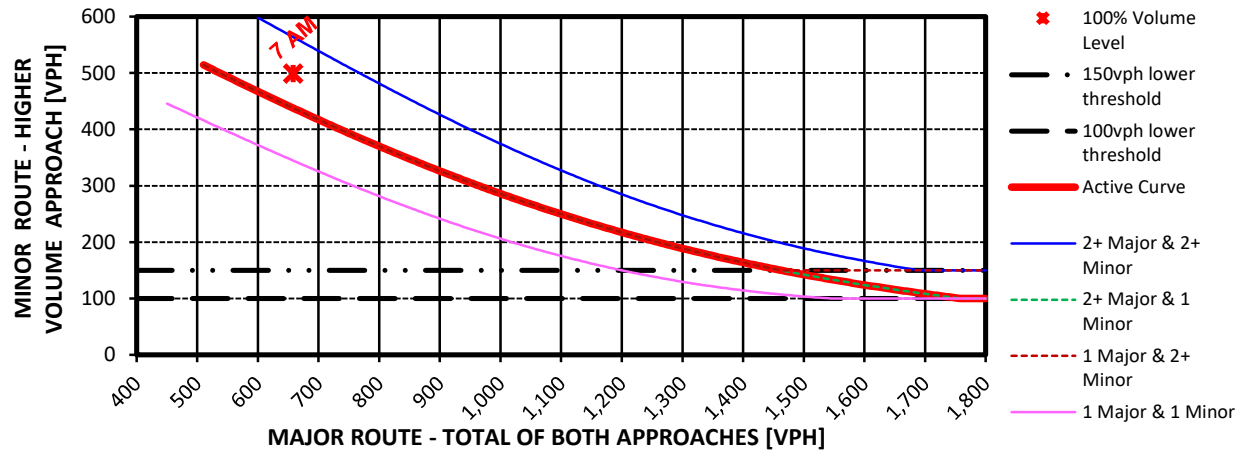
Minor Street:	***Bay Blvd***
Major Street:	***J St***
Scenario:	***Existing Plus Total Proj AM Peak***
# Lanes on Minor Street:	***1***
# Lanes on Major Street:	***2***

Peak Hour Data

Peak Hour	Major Route	Minor Route
7 AM	***658***	***499***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***9.6***		Volume :	***499***		Volume :	***1,157***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

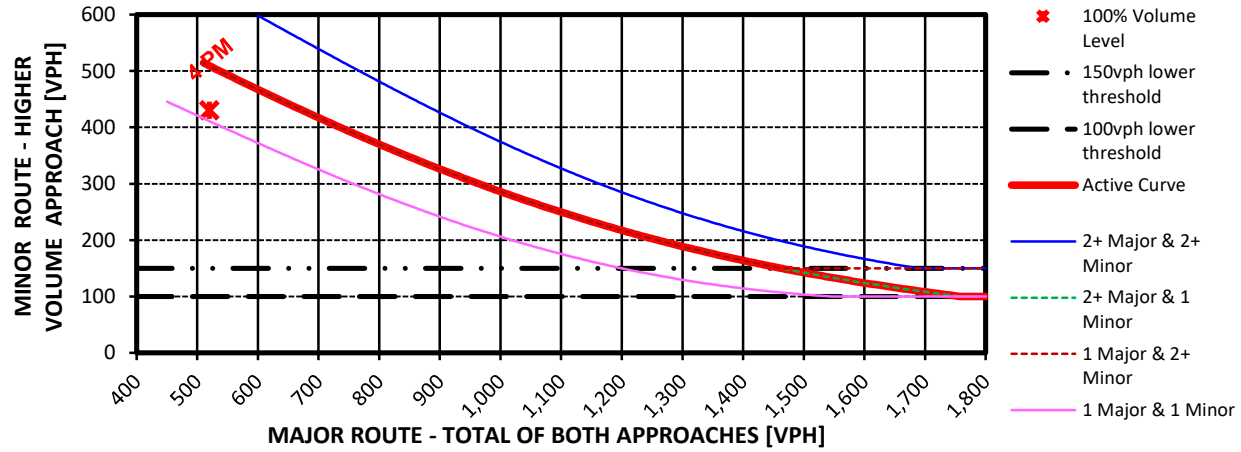
Minor Street:	***Bay Blvd***
Major Street:	***J St***
Scenario:	***Existing Plus Total Proj PM Peak***
# Lanes on Minor Street:	***1***
# Lanes on Major Street:	***2***

Peak Hour Data

Peak Hour	*Major Route*	*Minor Route*
4 PM	***520***	***430***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***1.6***		Volume :	***430***		Volume :	***950***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

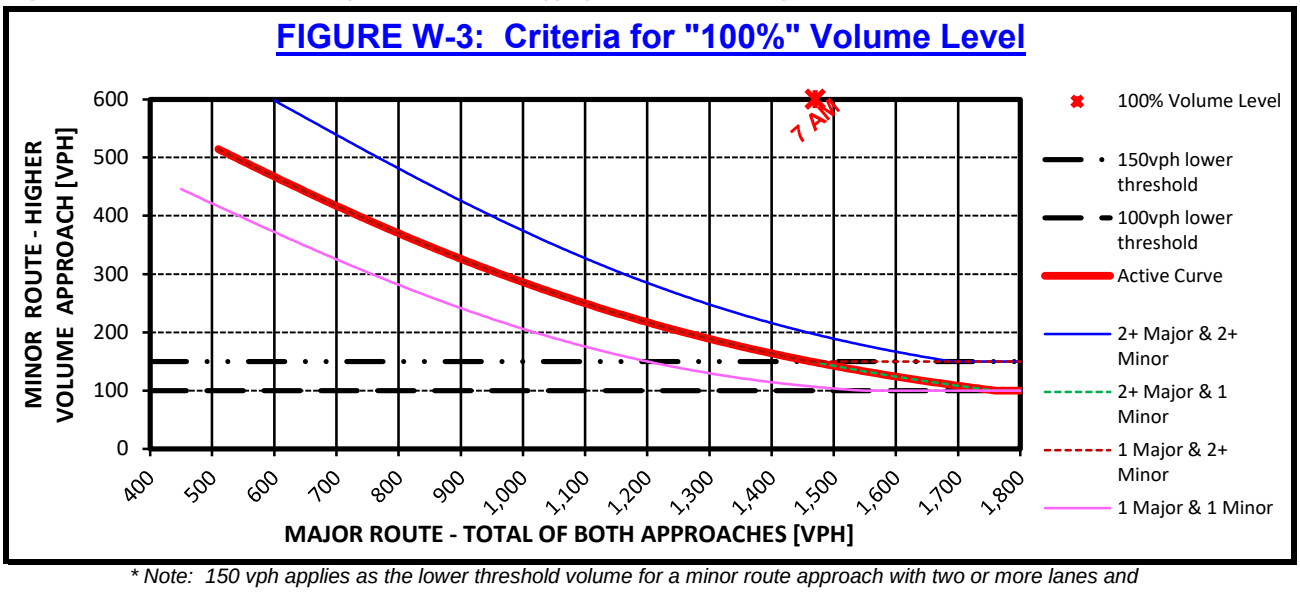
Minor Street: ***Bay Blvd***
Major Street: ***J St***
Scenario: ***OY 2026 w/Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
7 AM	***1,470***	***624***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***55.1***		Volume :	***624***		Volume :	***2,094***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

Minor Street: ***Bay Blvd***
Major Street: ***J St***
Scenario: ***OY 2026 w/Proj PM Peak***

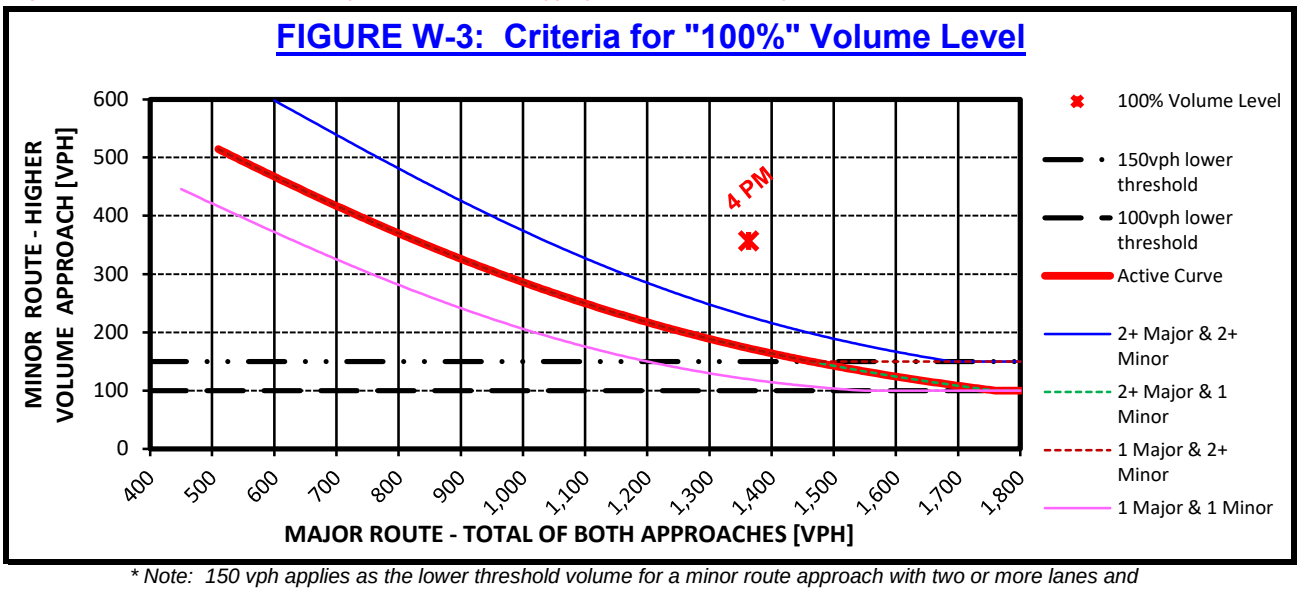
Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data

Peak Hour	*Major Route*	*Minor Route*
4 PM	***1,363***	***357***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)

Approaches Lanes:	1	2
Delay Criteria:	4.0	5.0
Delay:	***10.3***	
Fulfilled?	[X] Yes	[ ] NO

2. Volume on Minor Approach (veh/hr)

Approaches Lanes	1	2
Volume Criteria	100	150
Volume :	***357***	
Fulfilled?	[X] Yes	[ ] NO

3. Total Entering Volume (veh/hr)

Number of Approaches: [X] *3* [ ] ***4 or more***

No. of Approaches	3	4
Volume Criteria	650	800
Volume :	***1,720***	
Fulfilled?	[X] Yes	[ ] NO

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

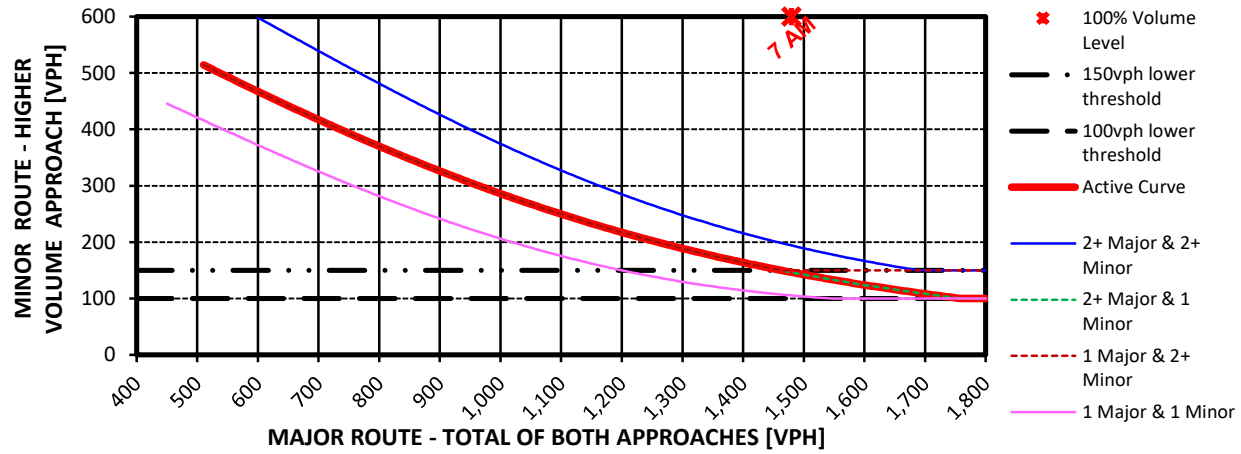
Minor Street: ***Bay Blvd***
Major Street: ***J St***
Scenario: ***OY 2026 w/Total Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
7 AM	***1,480***	***657***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***58.0***		Volume :	***657***		Volume :	***2,137***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

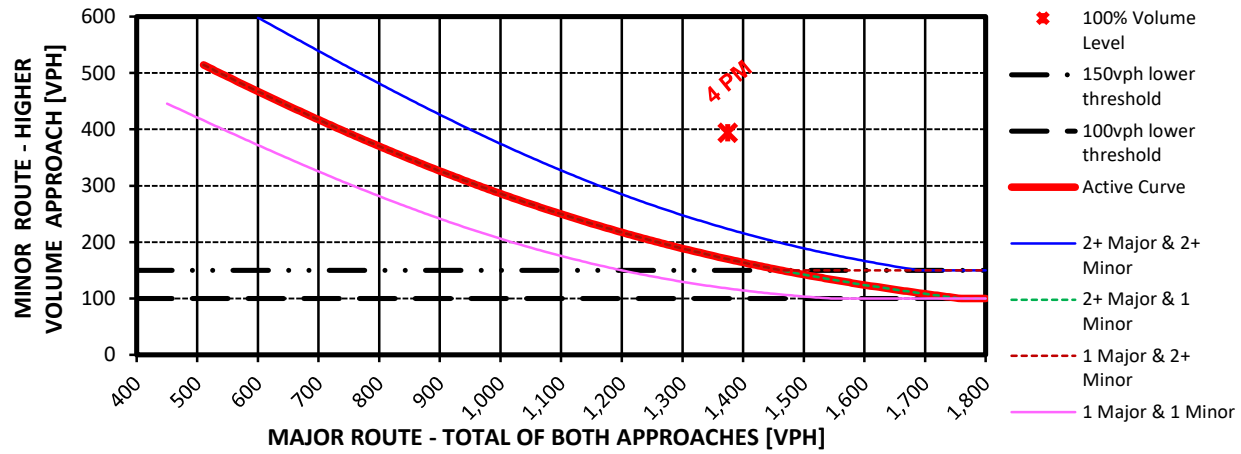
Minor Street: ***Bay Blvd***
Major Street: ***J St***
Scenario: ***OY 2026 w/Total Proj PM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***1,375***	***394***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:	***11.3***		Volume :	***394***		Volume :	***1,769***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

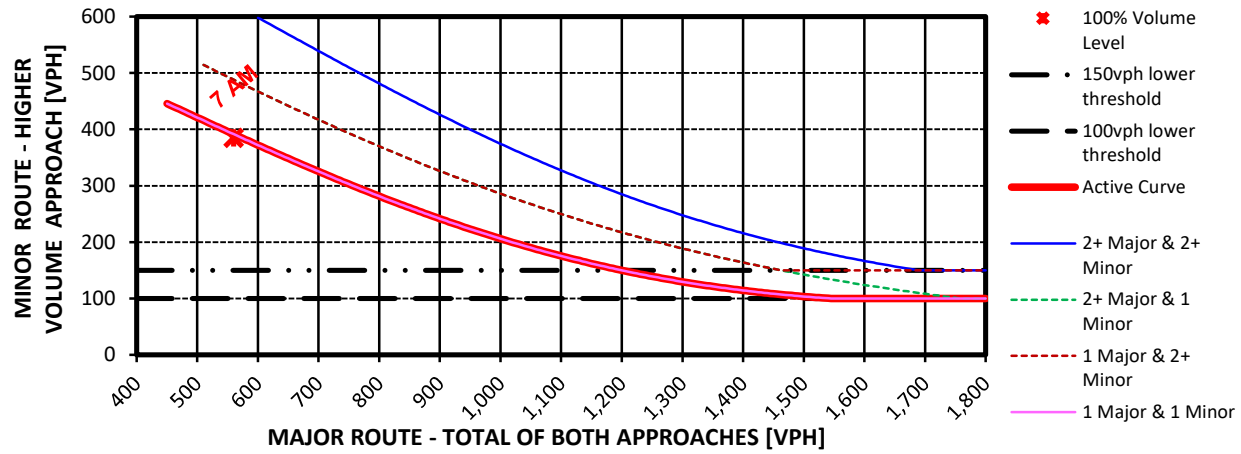
Minor Street: ***L St***
Major Street: ***Bay Blvd***
Scenario: ***Existing Plus Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
7 AM	***560***	***385***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***1.2***	Volume :		***385***	Volume :	***945***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

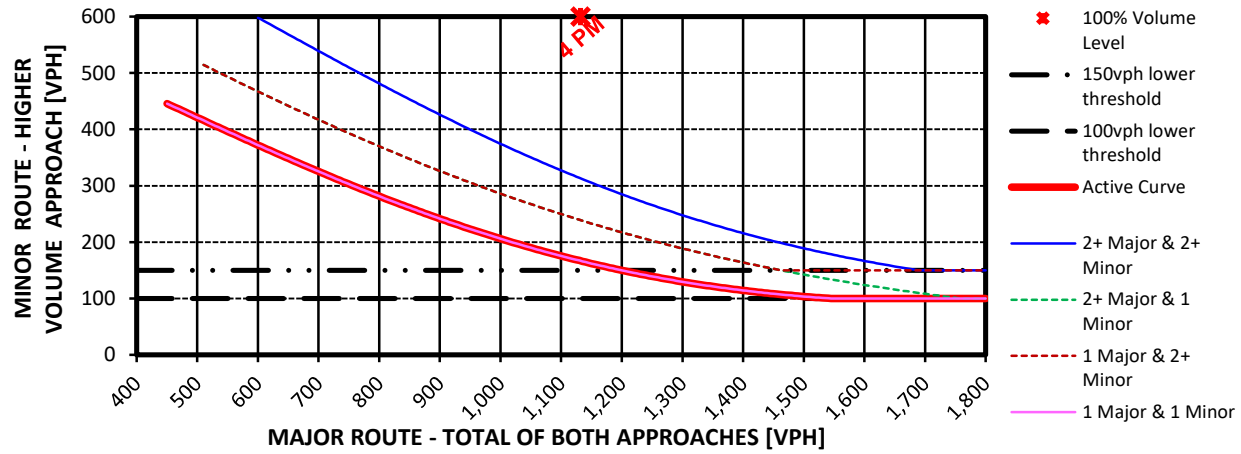
Minor Street: ***L St***
Major Street: ***Bay Blvd***
Scenario: ***Existing Plus Proj PM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***1,132***	***1,025***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***9.9***	Volume :		***1,025***	Volume :	***2,157***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

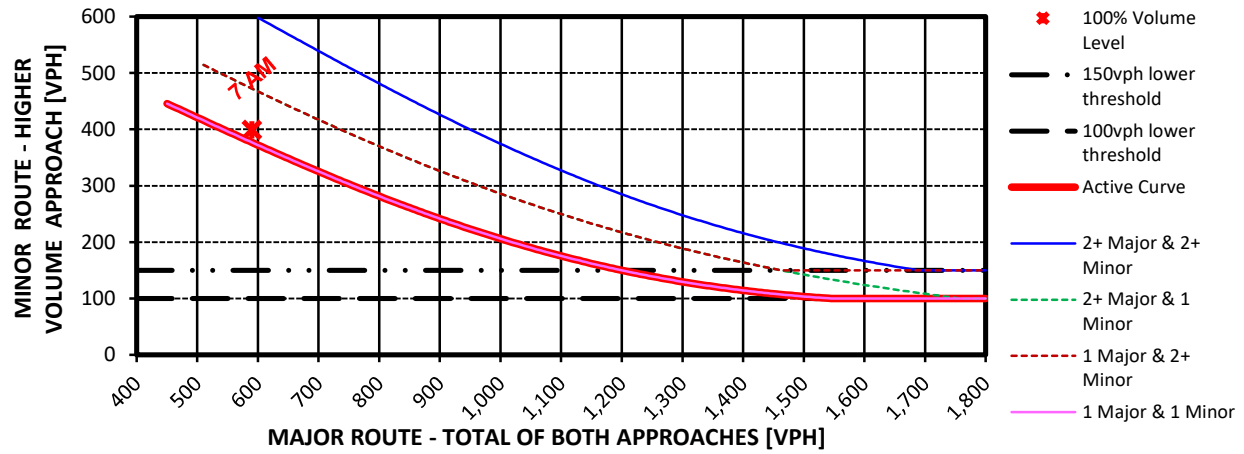
Minor Street:	***L St***
Major Street:	***Bay Blvd***
Scenario:	***Existing Plus Total Proj AM Peak***
# Lanes on Minor Street:	***1***
# Lanes on Major Street:	***2***

Peak Hour Data

Peak Hour	Major Route	Minor Route
7 AM	***590***	***399***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***1.2***	Volume :		***399***	Volume :	***989***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

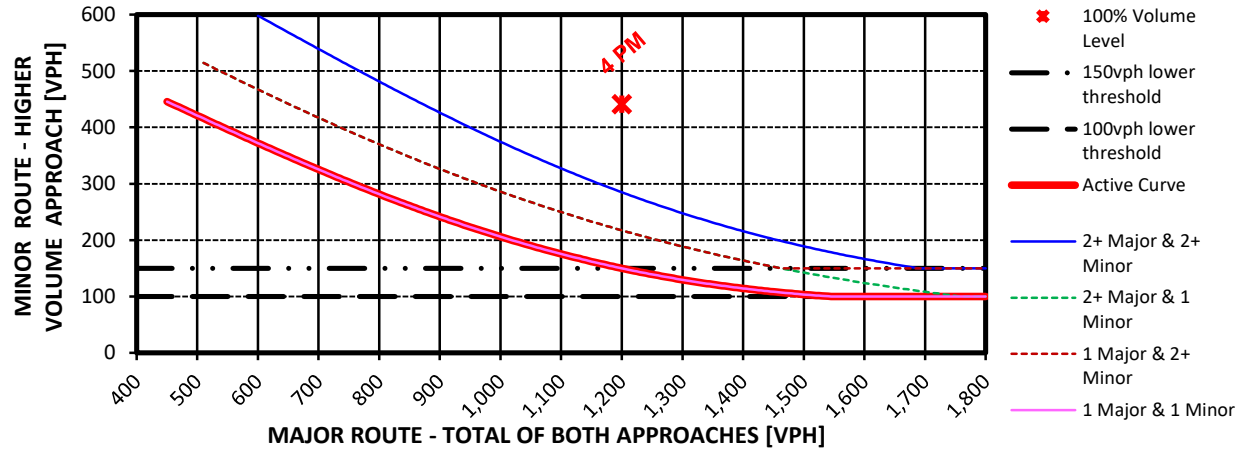
Minor Street:	***L St***
Major Street:	***Bay Blvd***
Scenario:	***Existing Plus Total Proj PM Peak***
# Lanes on Minor Street:	***1***
# Lanes on Major Street:	***2***

Peak Hour Data

Peak Hour	Major Route	Minor Route
4 PM	***1,200***	***441***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***4.3***	Volume :		***441***	Volume :	***1,641***	
Fulfilled? [ ] Yes	[X]	NO	Fulfilled? [X] Yes	[ ]	NO	Fulfilled? [X] Yes	[ ]	NO

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

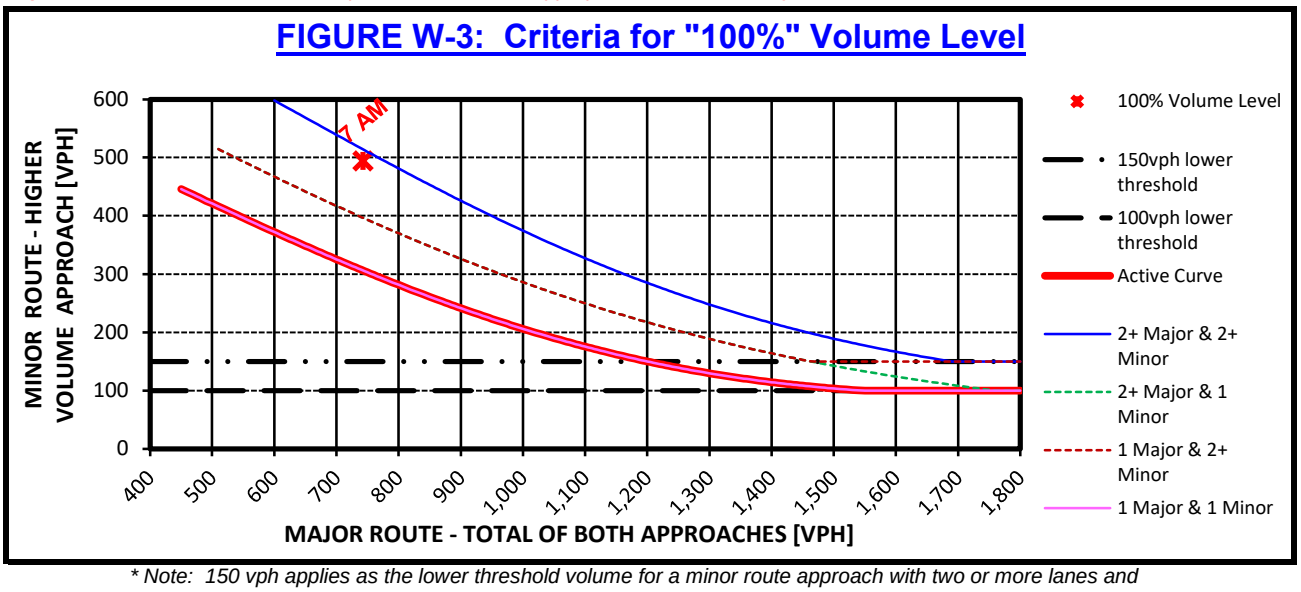
Minor Street: ***L St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
7 AM	***743***	***494***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***1.6***	Volume :		***494***	Volume :	***1,237***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

Minor Street: ***L St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Proj PM Peak***

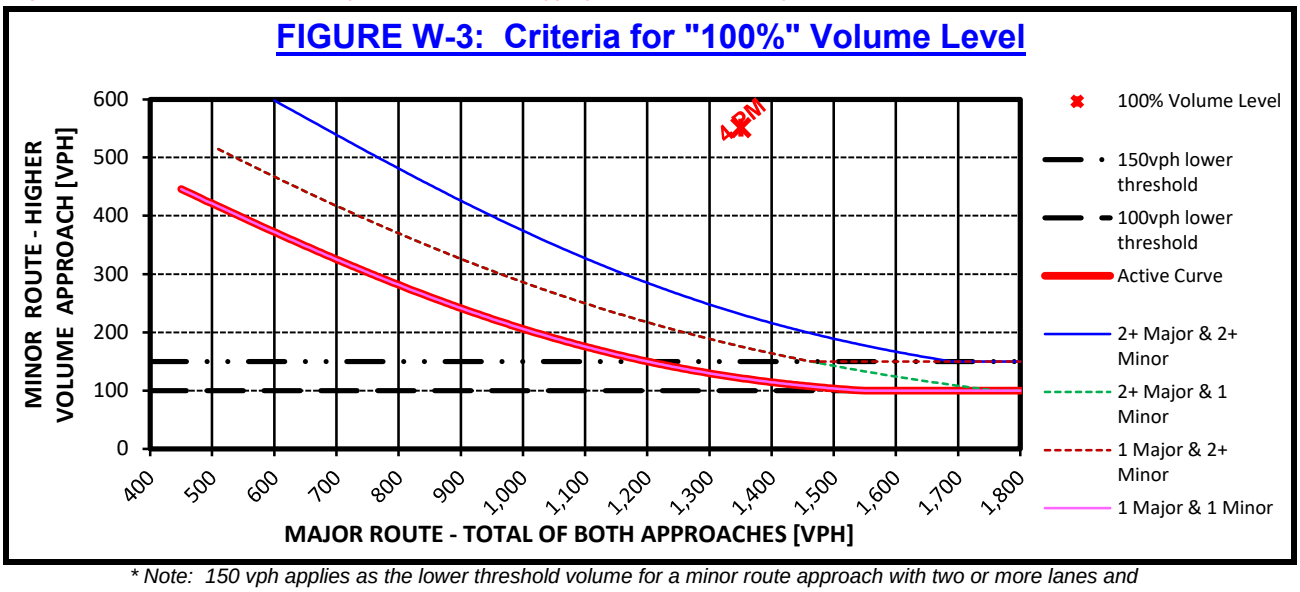
Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data

Peak Hour	*Major Route*	*Minor Route*
4 PM	***1,351***	***551***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) Number of Approaches [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***5.3***	Volume :		***551***	Volume :	***1,902***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

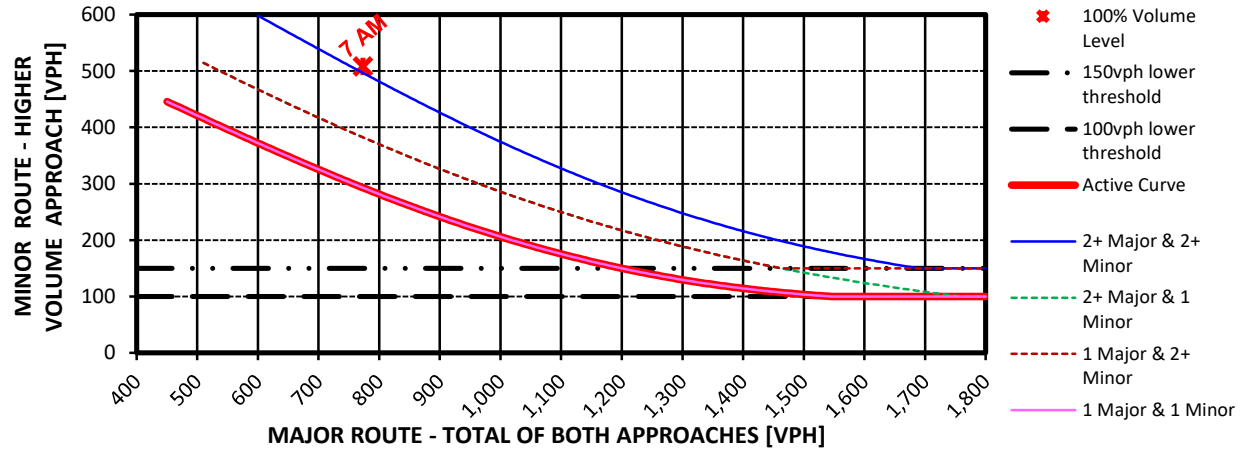
Minor Street: ***L St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Total Proj AM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
7 AM	***773***	***508***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***1.7***	Volume :		***508***	Volume :	***1,281***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

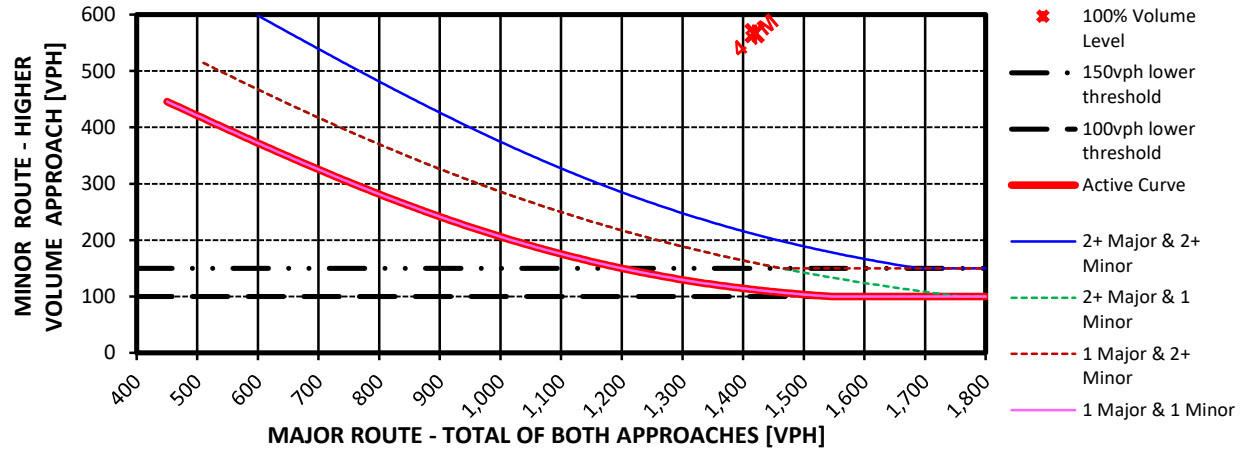
Minor Street: ***L St***
Major Street: ***Bay Blvd***
Scenario: ***OY 2026 w/Total Proj PM Peak***

Lanes on Minor Street: ***1***
Lanes on Major Street: ***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***1,419***	***567***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) Number of Approaches [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***5.6***	Volume :		***567***	Volume :	***1,986***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

Minor Street: ***Proj Dwy***
Major Street: ***H St***
Scenario: ***Existing Plus Total Proj AM Peak***

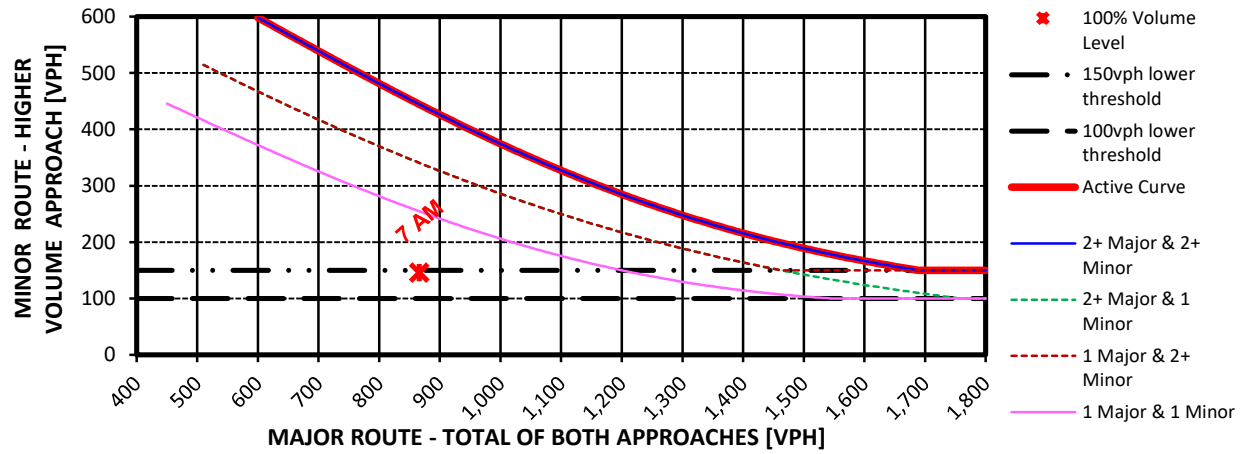
Lanes on Minor Street: ***2***
Lanes on Major Street: ***2***

Peak Hour Data

Peak Hour	Major Route	Minor Route
7 AM	***866***	***146***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) Number of Approaches [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***0.6***	Volume :		***146***	Volume :	***1,012***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO		

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

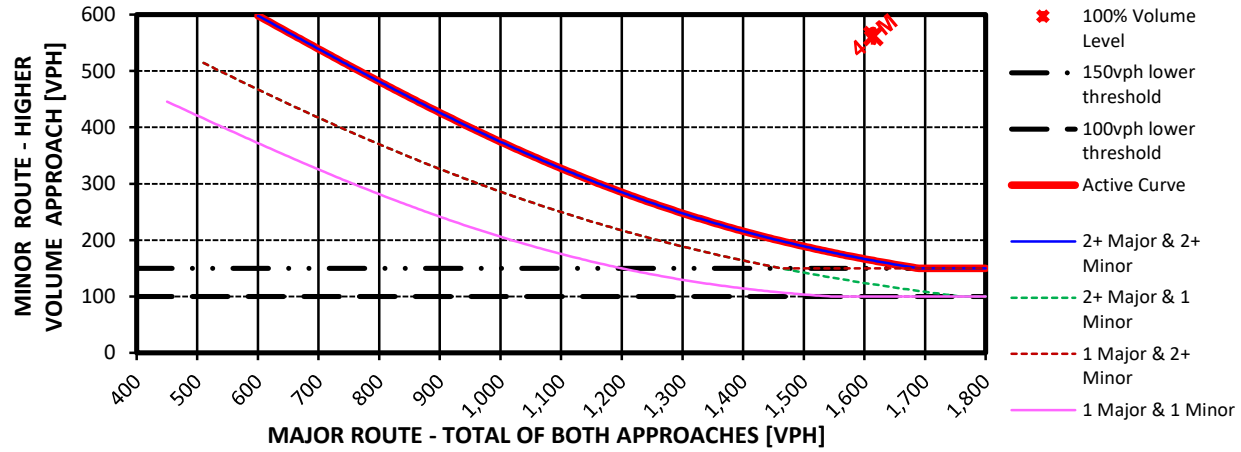
Minor Street:	***Proj Dwy***
Major Street:	***H St***
Scenario:	***Existing Plus Total Proj PM Peak***
# Lanes on Minor Street:	***2***
# Lanes on Major Street:	***2***

Peak Hour Data

Peak Hour	Major Route	Minor Route
4 PM	***1,615***	***562***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***67.9***	Volume :		***562***	Volume :	***2,177***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

Minor Street: ***Proj Dwy***
Major Street: ***H St***
Scenario: ***OY 2026 w/Proj AM Peak***

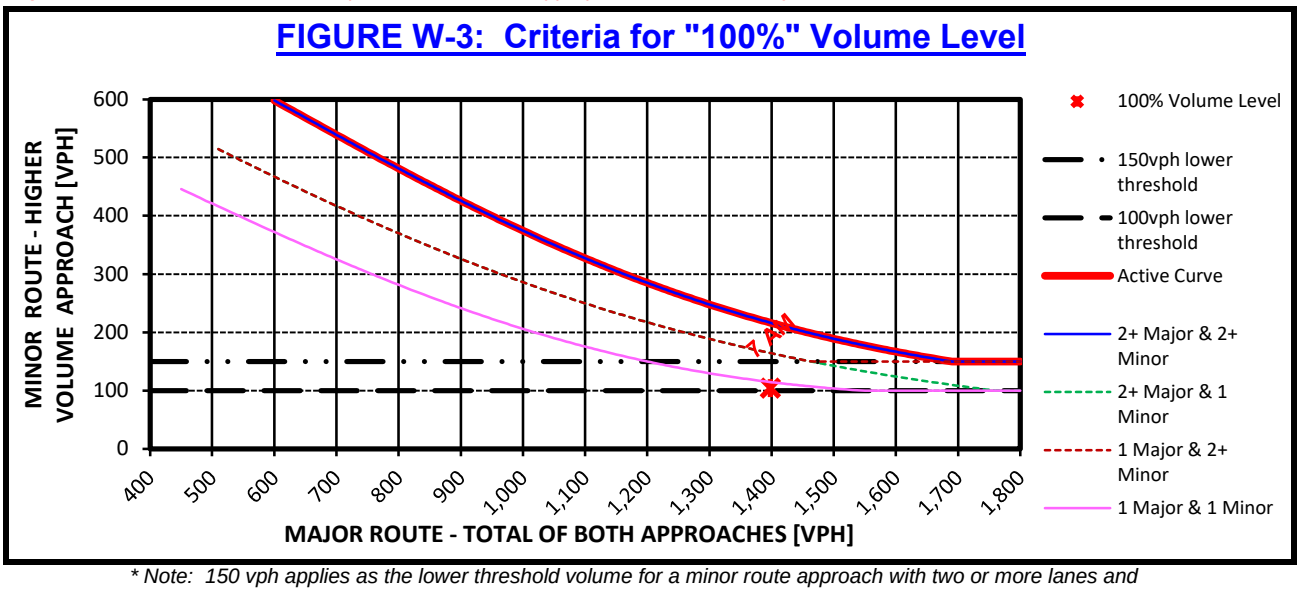
Lanes on Minor Street: ***2***
Lanes on Major Street: ***2***

Peak Hour Data

Peak Hour	*Major Route*	*Minor Route*
7 AM	***1,398***	***104***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***0.6***	Volume :		***104***	Volume :	***1,502***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO		

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

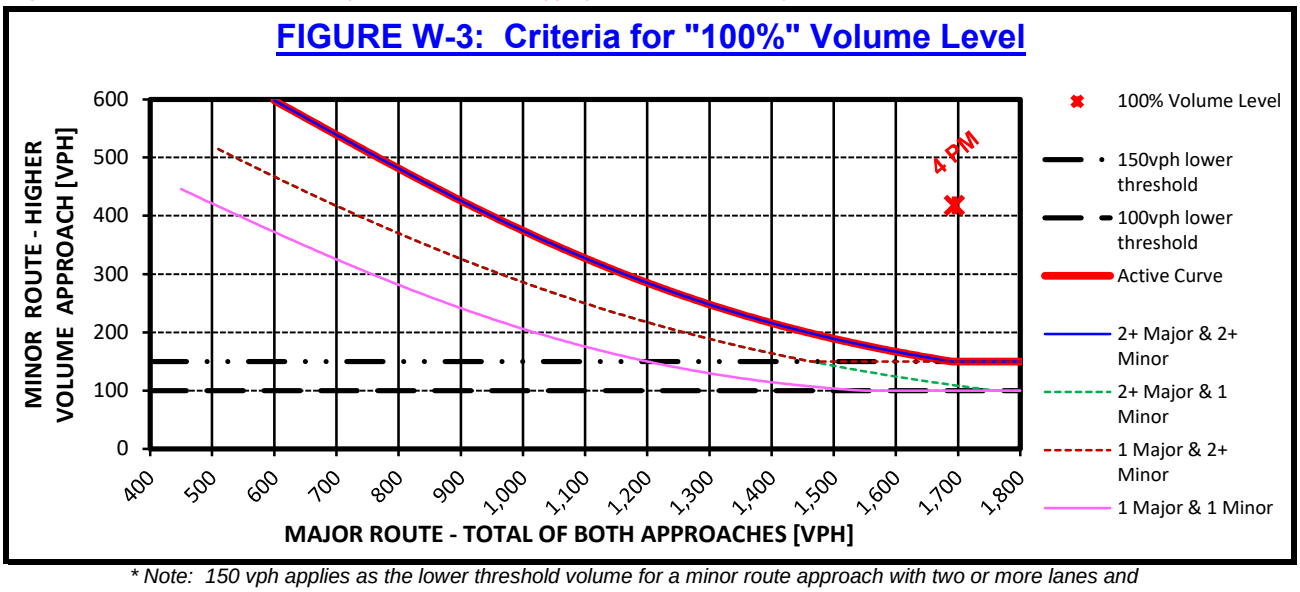
Satisfied: [X] Yes [ ] No

Minor Street:	***Proj Dwy***
Major Street:	***H St***
Scenario:	***OY 2026 w/Proj PM Peak***
# Lanes on Minor Street:	***2***
# Lanes on Major Street:	***2***

Peak Hour Data		
Peak Hour	*Major Route*	*Minor Route*
4 PM	***1,694***	***418***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***39.1***	Volume :		***418***	Volume :	***2,112***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [ ] Yes [X] No

Minor Street: ***Proj Dwy***
Major Street: ***H St***
Scenario: ***OY 2026 w/Total Proj AM Peak***

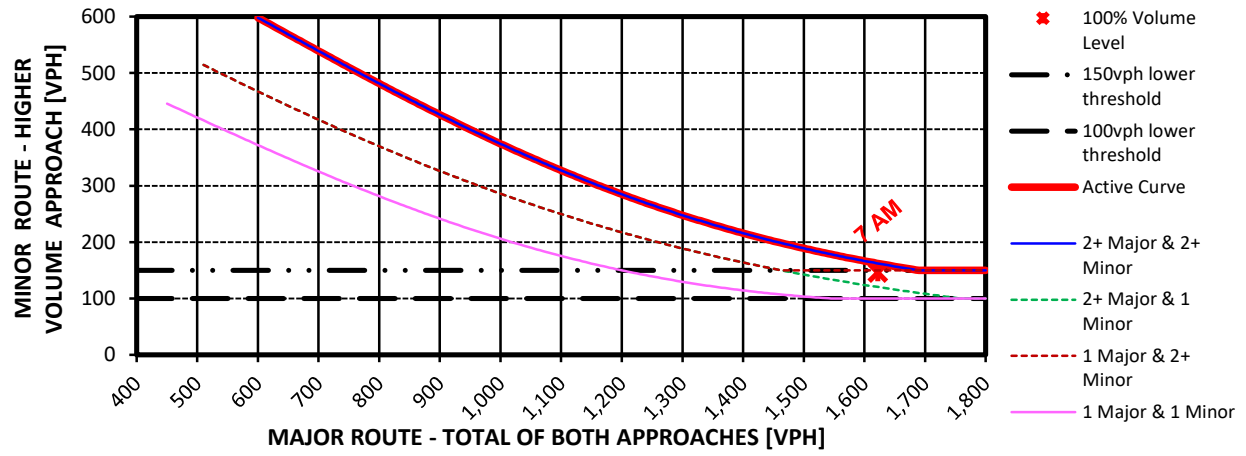
Lanes on Minor Street: ***2***
Lanes on Major Street: ***2***

Peak Hour Data

Peak Hour	Major Route	Minor Route
7 AM	***1,622***	***146***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) — Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***1.4***	Volume :		***146***	Volume :	***1,768***	
Fulfilled? [ ] Yes [X] NO			Fulfilled? [ ] Yes [X] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

TRAFFIC SIGNAL WARRANTS

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: [X] Yes [ ] No

Satisfied: [X] Yes [ ] No

Minor Street: ***Proj Dwy***
Major Street: ***H St***
Scenario: ***OY 2026 w/Total Proj PM Peak***

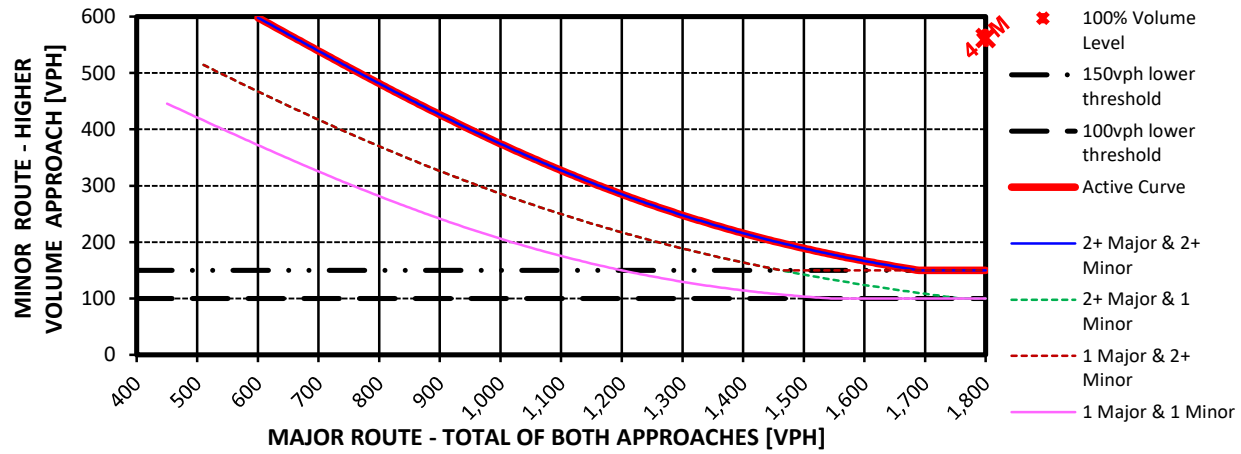
Lanes on Minor Street: ***2***
Lanes on Major Street: ***2***

Peak Hour Data

Peak Hour	Major Route	Minor Route
4 PM	***2,576***	***562***

Signalization shall be considered if a point lies above the appropriate line or the Delay criteria is met.

FIGURE W-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

DELAY CRITERIA

1. Delay on Minor Approach (vehicle-hours)			2. Volume on Minor Approach (veh/hr)			3. Total Entering Volume (veh/hr) Number of Approaches: [X] 3 [ ] 4 or more		
Approaches Lanes:	1	2	Approaches Lanes	1	2	No. of Approaches	3	4
Delay Criteria:	4.0	5.0	Volume Criteria	100	150	Volume Criteria	650	800
Delay:		***224.4***	Volume :		***562***	Volume :	***3,138***	
Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO			Fulfilled? [X] Yes [ ] NO		

NOTE: *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

Based on CA MUTCD 2014

Date Printed: 2/21/2024

Appendix L

Queuing Worksheets



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	84	58	166	397	392
v/c Ratio	0.26	0.17	0.46	0.32	0.48
Control Delay	19.0	7.6	21.7	4.9	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	7.6	21.7	4.9	10.8
Queue Length 50th (ft)	18	0	35	37	51
Queue Length 95th (ft)	53	23	96	85	127
Internal Link Dist (ft)	1976			1218	1266
Turn Bay Length (ft)					
Base Capacity (vph)	798	745	421	1484	965
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.08	0.39	0.27	0.41

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	47	574	1142	147	12
v/c Ratio	0.21	0.31	0.68	0.38	0.03
Control Delay	22.9	5.6	9.4	18.7	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	5.6	9.4	18.7	9.3
Queue Length 50th (ft)	10	31	48	27	0
Queue Length 95th (ft)	40	63	175	79	10
Internal Link Dist (ft)		511	704	245	
Turn Bay Length (ft)	100				
Base Capacity (vph)	228	2689	1950	890	802
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.21	0.59	0.17	0.01

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	210	134	56	88	781
v/c Ratio	0.54	0.30	0.33	0.08	0.84
Control Delay	27.4	6.6	35.1	5.1	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	6.6	35.1	5.1	24.2
Queue Length 50th (ft)	76	0	22	10	242
Queue Length 95th (ft)	136	38	#62	29	#525
Internal Link Dist (ft)	1976			1218	1266
Turn Bay Length (ft)			250		
Base Capacity (vph)	601	625	169	1410	1153
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21	0.33	0.06	0.68

Intersection Summary

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



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	12	772	1057	408	47
v/c Ratio	0.06	0.48	0.71	0.71	0.09
Control Delay	23.8	10.0	15.9	22.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	10.0	15.9	22.8	5.3
Queue Length 50th (ft)	3	70	105	92	0
Queue Length 95th (ft)	18	118	#285	#246	19
Internal Link Dist (ft)		425	831	147	
Turn Bay Length (ft)	100				
Base Capacity (vph)	191	2394	1655	753	700
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.32	0.64	0.54	0.07

Intersection Summary

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



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	47	182	713	147	12
v/c Ratio	0.14	0.13	0.53	0.32	0.03
Control Delay	17.7	5.4	5.2	14.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	5.4	5.2	14.3	8.3
Queue Length 50th (ft)	5	7	10	14	0
Queue Length 95th (ft)	37	21	56	73	9
Internal Link Dist (ft)		215	704	245	
Turn Bay Length (ft)	100				
Base Capacity (vph)	330	2910	2125	1082	973
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.06	0.34	0.14	0.01

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	12	727	1016	564	47
v/c Ratio	0.07	0.53	0.77	0.79	0.07
Control Delay	24.4	13.1	18.0	24.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	13.1	18.0	24.5	4.3
Queue Length 50th (ft)	3	85	106	125	0
Queue Length 95th (ft)	18	127	#266	#350	17
Internal Link Dist (ft)		173	831	147	
Turn Bay Length (ft)	100				
Base Capacity (vph)	179	2004	1379	823	761
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.07	0.36	0.74	0.69	0.06

Intersection Summary

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



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	84	58	166	397	392
v/c Ratio	0.26	0.17	0.46	0.32	0.48
Control Delay	19.0	7.6	21.7	4.9	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	7.6	21.7	4.9	10.8
Queue Length 50th (ft)	18	0	35	37	51
Queue Length 95th (ft)	53	23	96	85	127
Internal Link Dist (ft)	1976			1218	1266
Turn Bay Length (ft)					
Base Capacity (vph)	798	745	421	1484	965
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.08	0.39	0.27	0.41

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	47	574	1142	147	12
v/c Ratio	0.21	0.31	0.68	0.38	0.03
Control Delay	22.9	5.6	9.4	18.7	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	5.6	9.4	18.7	9.3
Queue Length 50th (ft)	10	31	48	27	0
Queue Length 95th (ft)	40	63	175	79	10
Internal Link Dist (ft)		511	704	245	
Turn Bay Length (ft)	100				
Base Capacity (vph)	228	2689	1950	890	802
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.21	0.59	0.17	0.01

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	272	197	160	88	822
v/c Ratio	0.79	0.42	0.74	0.07	0.91
Control Delay	50.4	7.9	59.5	4.6	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	7.9	59.5	4.6	33.6
Queue Length 50th (ft)	147	0	90	14	381
Queue Length 95th (ft)	#266	55	#194	27	#637
Internal Link Dist (ft)	1976			1218	1266
Turn Bay Length (ft)					
Base Capacity (vph)	400	509	227	1406	1069
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.39	0.70	0.06	0.77

Intersection Summary

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



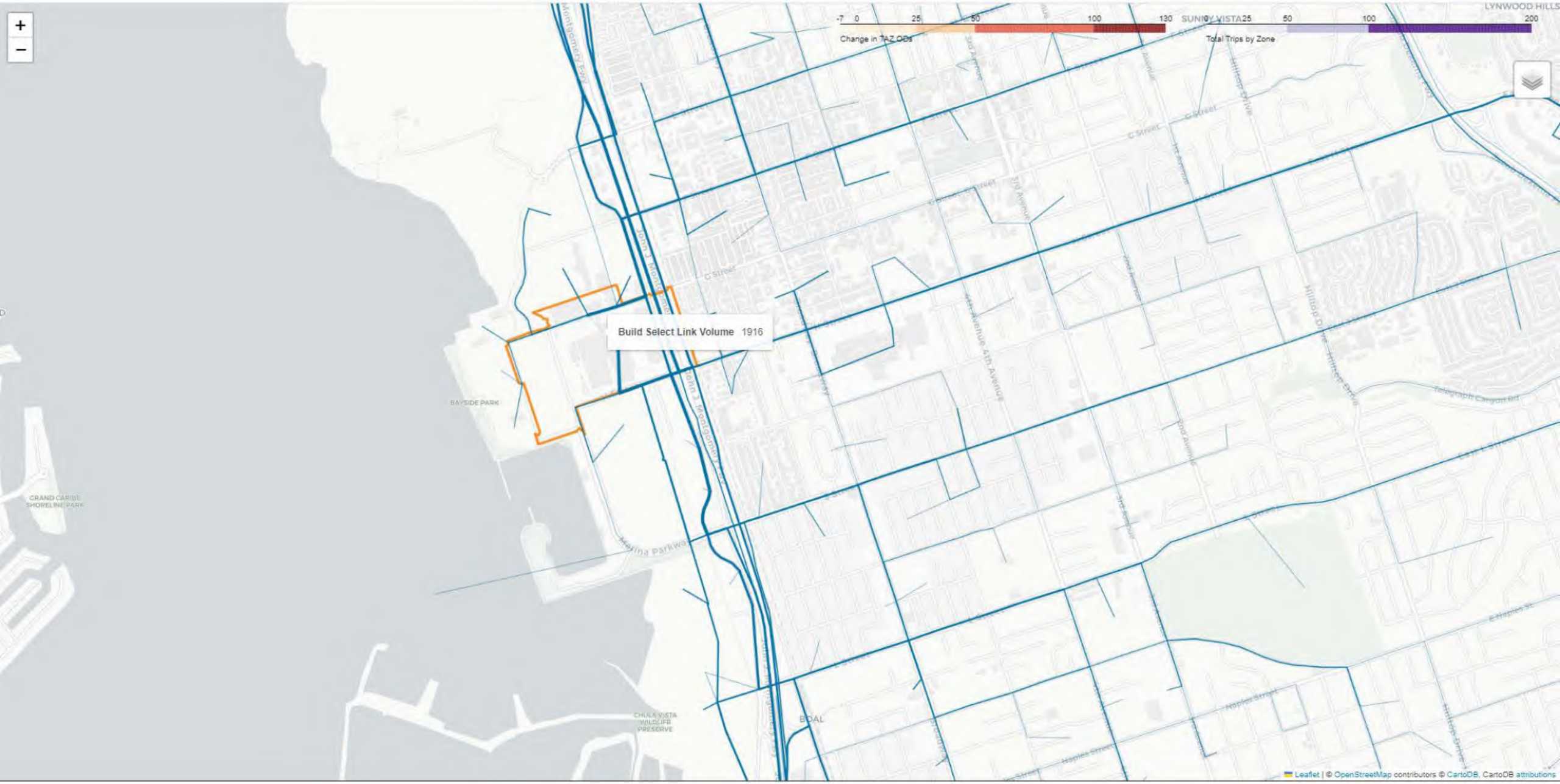
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	12	1120	1668	564	47
v/c Ratio	0.14	0.59	0.93	0.91	0.08
Control Delay	52.0	17.0	33.0	50.9	7.5
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	52.0	17.3	33.0	50.9	7.5
Queue Length 50th (ft)	8	248	485	329	0
Queue Length 95th (ft)	29	310	#788	#604	26
Internal Link Dist (ft)		425	831	147	
Turn Bay Length (ft)	100				
Base Capacity (vph)	85	2156	1791	650	610
Starvation Cap Reductn	0	451	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.66	0.93	0.87	0.08

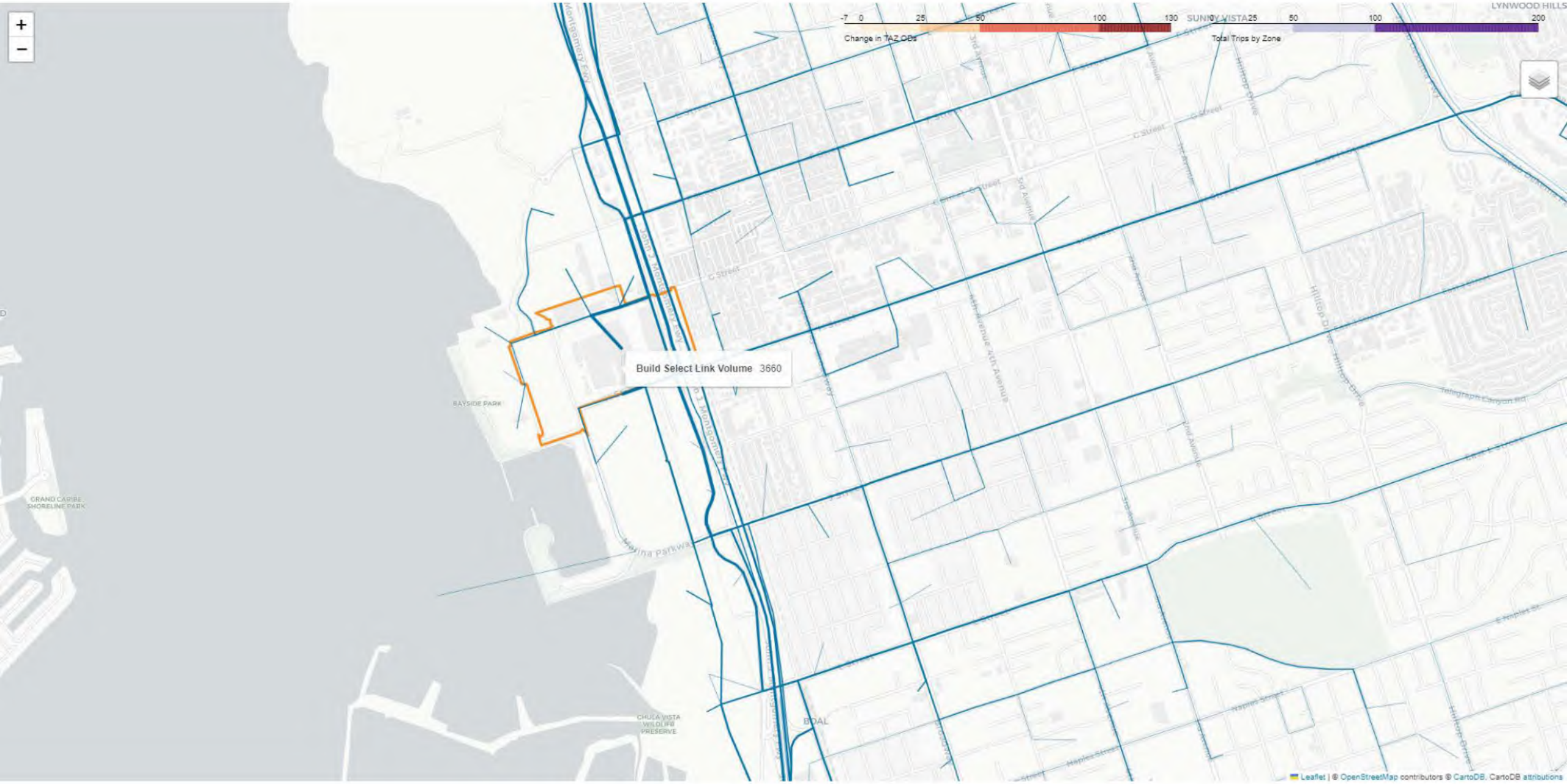
Intersection Summary

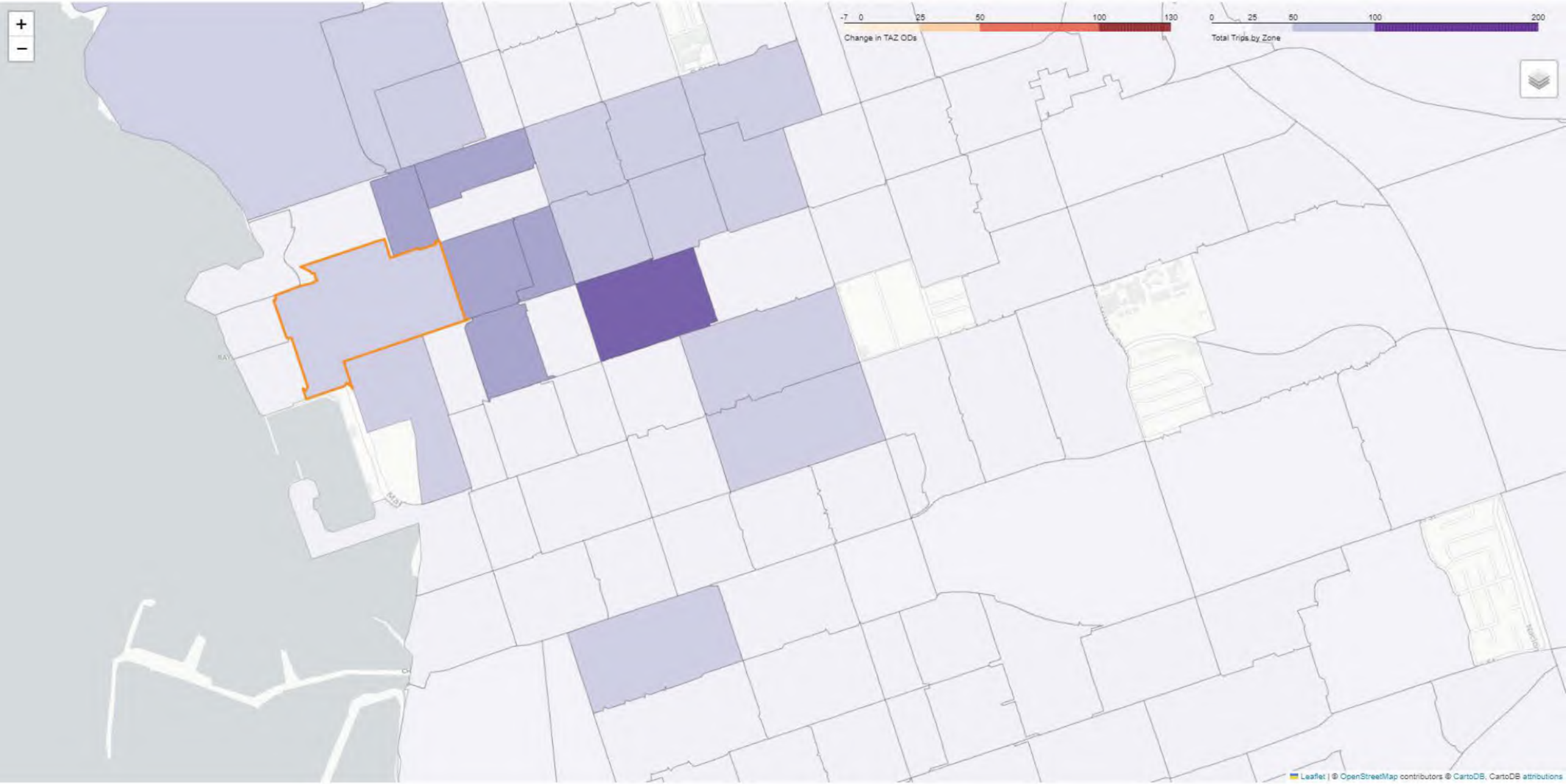
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix M

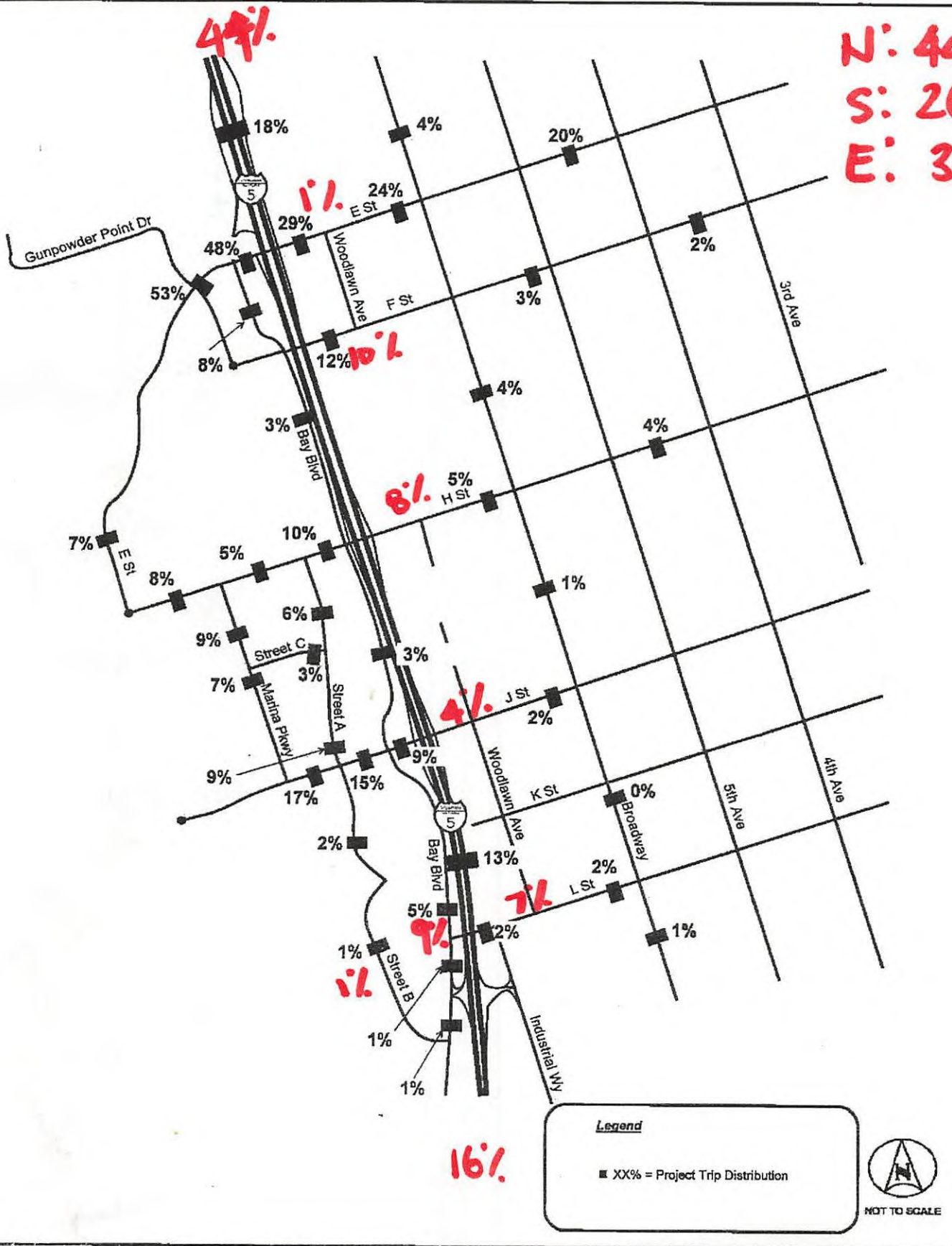
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Total Trips by Zone
Build Select Link Volume 1916
BAYSIDE PARK
GRAND CARIBE SHORELINE PARK
CHULA VISTA WILDLIFE PRESERVE
BOAL
SUNNY VISTA
LYNWOOD HILLS
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Change in TAZ ODs
0 25 50 100 200
Total Trips by Zone
Build Select Link Volume 3660
BAYSIDE PARK
CHULA VISTA WILDLIFE PRESERVE
BOAL
LYNWOOD HILLS
SUNNY VISTA
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-7 0 25 50 100 130
Change in TAZ ODs
0 25 50 100 200
Total Trips by Zone
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*From Select Zone Model Run



Kimley-Horn and Associates, Inc.

FIGURE 5-58

Proposed Project - Phase IV Trip Distribution

K:\095451000\Traffic\Excel\Option 2\[O2 RS.xlsm]ADT Fig NF\Proposed Project - Phase IV Trip Distribution