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INTERNATIONAL

TRANSPORTATION IMPACT ANALYSIS

Fitwell Health

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December 9, 2024

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1 EXECUTIVE SUMMARY

This study analyzes the forecast traffic conditions associated with the proposed development of Fitwell Health (Project) located west of Interstate 215, on the east side of Haun Road, approximately 650 feet south of Garbani Road in the City of Menifee. The project will be developed in two phases on an 8.37-acre vacant site. Phase 1 will involve constructing a 69,618-square-foot building in the southern part of the site, which will include a fitness center, multipurpose center and museum. Phase 2, proposed for future development, would add a 16,616-square-foot office building in the northern part of the site. The Project also includes parking drainage improvements, landscaping and site access. Vehicular access to the site will be provided via a full access driveway on Haun Road. The Project is anticipated to be completed in Year 2026. The Project is forecast to generate approximately 2,376 daily trips with 68 AM peak hour trips and 625 PM peak hour trips.

1.1 LEVEL OF SERVICE ANALYSIS RESULTS

This study evaluates traffic conditions that include AM and PM peak hour intersections level of service (LOS) analysis and roadway segment volume-to-capacity (v/c) analysis. According to the *City's LOS Traffic Study Guidelines* revised October 2020, the City has identified LOS D as the threshold for acceptable operating conditions for intersections and roadway segments, except at constrained located in close proximity to Interstate 215 (I-215), where LOS E is accepted during peak hours. The results of the LOS analysis is as follows:

Existing Conditions – The results of the Existing conditions analysis show that half of study intersections are currently operating at an acceptable level of service (LOS D or better) under existing conditions. However, during the PM peak hour, the intersection of Haun Road & Holland Road operates at LOS E, while both Haun Road & Garbani Road and Haun Road & Scott Road operate at LOS F. In addition, the study roadway segment on Scott Road currently operates at LOS E, while the rest of the study roadway segments on Haun Road currently operate at LOS F.

Existing Plus Project Conditions – The results of the Existing Plus Project conditions analysis shows that five out of the seven study intersections are operating at a deficient level of service (E or F) under Existing Plus Project Conditions in the AM and PM peak hour:

- Haun Road & Holland Road (Int. 1) LOS F in the PM Peak Hour
- Haun Road & Garbani Road (Int. 2) LOS F in the PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) LOS F in the PM Peak Hour
- Haun Road & Scott Road (Int.4) LOS F in the PM Peak Hour
- Haun Road & Project Driveway (Int. 7) LOS F in the PM Peak Hour

Since the Project adds more than 50 peak hour trips to the intersection that's operating deficiently (LOS E or F), a fair share contribution is required to improve the intersection. The improvements are identified in **Table 1**. The LOS of proposed mitigation is included, as well as associated fair share contribution both with events and without events. There are no improvements required for the I-215 northbound and southbound ramps at Scott Road. It may be noted that the recommended improvements at Haun Road & Project Driveway #1 will also apply to off-peak event traffic that occurs during the mid-week. The dedicated southbound left-turn lane and dedicated northbound right-turn lane alone does not improve the intersection to acceptable operating conditions (LOS D or better), a traffic signal is needed.

TABLE 1 –EXISTING PLUS PROJECT WITHOUT & WITH MITIGATION SUMMARY

Study Intersection	Existing Traffic Control	Existing Plus Project (WITHOUT MITIGATION)		Recommended Improvements	Proposed Traffic Control	Existing Plus Project (WITH MITIGATION)		Fair Share Contribution (With Events)		Fair Share Contribution (Without Events)	
		AM	PM			AM	PM				
		Delay[1] LOS	Delay[1] LOS			Delay[1] LOS	Delay[1] LOS	AM	PM	AM	PM
1 - Huan Road & Holland Road	AWSC	14.9 - B	**91.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	16.1 - B	22.0 - C	4.7%	25.2%	4.7%	7.3%
2 - Huan Road & Garbani Road	TWSC	22.0 - C	**98.4 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	14.9 - B	13.5 - B	5.4%	27.1%	5.4%	7.9%
3 - Huan Road & Wickerd Road	TWSC	22.6 - C	**98.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in EB approach.**	**Signal**	9.3 - A	10.0 - B	6.7%	32.3%	6.7%	9.8%
4 - Huan Road & Scott Road	Signal	32.9 - C	**98.4 - F**	**In the SB approach, widen to provide dual left-turn lanes and 1 thru-shared right-turn lane; In the WB approach, widen to provide dual right-turn lanes with overlap phasing.**	**Signal**	28.0 - C	39.6 - D	3.8%	20.4%	3.8%	5.6%
5 - Scott Road & I-215 SB On/Off Ramps	Signal	11.8 - B	13.9 - B	**No improvements required.**	**Signal**	11.6 - B	13.6 - B	N/A	N/A	N/A	N/A
6 - Scott Road & I-215 NB On/Off Ramps	Signal	15.0 - C	26.6 - C	**No improvements required.**	**Signal**	15.0 - C	24.9 - C	N/A	N/A	N/A	N/A
7 - Huan Road & Project Driveway #1	OWSC	18.5 - C	**>300.0 - F**	**Install new traffic signal. Provide a dedicated SB left-turn lane and dedicated NB right-turn lane.**	**Signal**	4.1 - A	10.5 - B	N/A	100.0%	N/A	100.0%

Deficient intersection operation indicated in **bold**.
[1] Average seconds of delay per vehicle.
LOS = level of service.
AWSC = All Way Stop Control
TWSC = Two-Way Stop Control
OWSC = One-Way Stop Control

With an exception for the roadway segment on Scott Road, the LOS for all study roadway segments without and with Project conditions is "F" and the PM peak hour Project trips added to this location is exceeding the 50 trip threshold. Therefore, a fair share contribution is required for all study roadway segments on Haun Road. **Table 2** presents the LOS for roadway segement with proposed mitigation.

TABLE 2 –EXISTING PLUS PROJECT ROADWAY SEGMENT ANALYSIS WITH MITIGATION

Roadway	Segment	No. Lanes	Classification	LOS E Capacity	Existing Plus Project (WITH MITIGATION)			Fair Share Contribution (With Events)	Fair Share Contribution (Without Events)
					ADT	V/C	LOS		
Haun Road	Holland Road to Garbani Road	4	Major	34,100	17,827	0.52	C	4.6%	2.8%
	Garbani Road to Wickerd Road	4	Major	34,100	20,367	0.60	C	18.4%	11.9%
	Wickerd Road to Scott Road	4	Major	34,100	20,938	0.61	C	8.1%	5.0%
Scott Road	Haun Road to I-215 NB Ramps	6	Urban Arterial	56,300	35,538	0.63	C	N/A	N/A

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

Opening Year 2026 Without Project Conditions – The results of the Opening Year 2026 Without Project conditions analysis shows that the following study intersections are forecast to operate at a deficient level of service (E or F) :

- Haun Road & Holland Road (Int. 1) LOS F in the AM and PM Peak Hour
- Haun Road & Garbani Road (Int. 2) LOS F in the AM and PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) LOS F in the AM and PM Peak Hour
- Haun Road & Scott Road (Int. 4) LOS F in the AM and PM Peak Hour

All study segments are forecast to operate at an unaccept LOS F under Opening Year 2026 Without Project conditions.

Opening Year 2026 Plus Project Conditions - With the addition of project-related traffic, six out of the seven study intersections are forecast to operate at a deficient level of service (E or F):

- Haun Road & Holland Road (Int. 1) LOS F in the AM and PM Peak Hour
- Haun Road & Garbani Road (Int. 2) LOS F in the AM and PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) LOS F in the AM and PM Peak Hour
- Haun Road & Scott Road (Int.4) LOS F in the AM and PM Peak Hour
- Haun Road & Project Driveway (Int. 7) LOS F in the PM Peak Hour

At Haun Road & Holland Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 18 AM and 175 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Garbani Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 20 AM and 187 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Wickerd Road, the LOS under Opening Year 2026 without and with Project conditions is "F" during the AM peak hour; LOS C and D respectively during the PM peak hour and there are 437 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Scott Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 425 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Project Driveway, since the project driveway does not exist without project, there is no associated LOS. However, the LOS under Opening Year 2026 with Project condition is "F" during the PM peak hour, the addition of Project trips results in unacceptable LOS. Therefore, a fair share contribution is required.

The improvements are identified in **Table 3**, as well as the LOS with proposed mitigation. Fair share is required with events and without events. There are no improvements required for the I-215 northbound and southbound ramps at Scott Road.

TABLE 3 – OPENING YEAR 2026 PLUS PROJECT WITHOUT & WITH MITIGATION SUMMARY

Study Intersection	Existing Traffic Control	Opening Year 2026 Conditions Plus Project (WITHOUT MITIGATION)		Recommended Improvements	Proposed Traffic Control	Opening Year 2026 Plus Project (WITH MITIGATION)		Fair Share Contribution (With Events)		Fair Share Contribution (Without Events)	
		AM	PM			AM	PM				
		Delay[1] LOS	Delay[1] LOS			Delay[1] LOS	Delay[1] LOS	AM	PM	AM	PM
1 - Huan Road & Holland Road	AWSC	**95.8 - F**	**>300.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	22.1 - C	36.5 - D	4.7%	25.2%	4.7%	7.3%
2 - Huan Road & Garbani Road	TWSC	**>300.0 - F**	**>300.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	33.0 - C	49.0 - D	5.4%	27.1%	5.4%	7.9%
3 - Huan Road & Wickerd Road	TWSC	**>300.0 - F**	**>300.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in EB approach.**	**Signal**	14.9 - B	28.5 - C	6.7%	32.3%	6.7%	9.8%
4 - Huan Road & Scott Road	Signal	**>300.0 - F**	**>300.0 - F**	**In the SB approach, widen to provide dual left-turn lanes and 1 thru-shared right-turn lane; In the WB approach, widen to provide dual right-turn lanes with overlap phasing.**	**Signal**	30.8 - C	**73.1 - E**	3.8%	20.4%	3.8%	5.6%
5 - Scott Road & I-215 SB On/Off Ramps	Signal	17.7 - B	42.2 - C	**No improvements required.**	**Signal**	17.7 - B	42.2 - D	N/A	N/A	N/A	N/A
6 - Scott Road & I-215 NB On/Off Ramps	Signal	23.2 - C	**68.0 - E**	**No improvements required.**	**Signal**	23.2 - C	**68.0 - E**	N/A	N/A	N/A	N/A
7 - Huan Road & Project Driveway #1	OWSC	28.5 - D	**>300.0 - F**	**Install new traffic signal. Provide a dedicated SB left-turn lane and dedicated NB right-turn lane.**	**Signal**	4.3 - A	11.3 - B	N/A	100.0%	N/A	100.0%

Deficient intersection operation indicated in **bold**.
[1] Average seconds of delay per vehicle.
LOS = level of service.
AWSC = All Way Stop Control
TWSC = Two-Way Stop Control
OWSC = One-Way Stop Control

All of the study segments are forecast to operate at a deficient level of service (E or F) under Opening Year 2026 Plus Project conditions, and the PM peak hour Project trips added to this location is exceeding the 50 trip threshold. Therefore, a fair share contribution is required for all study roadway segments. **Table 4** presents the LOS for roadway segement with proposed mitigation. Fair share is required with events and without events.

TABLE 4 – OPENING YEAR 2026 PLUS PROJECT ROADWAY SEGMENT ANALYSIS WITH MITIGATION

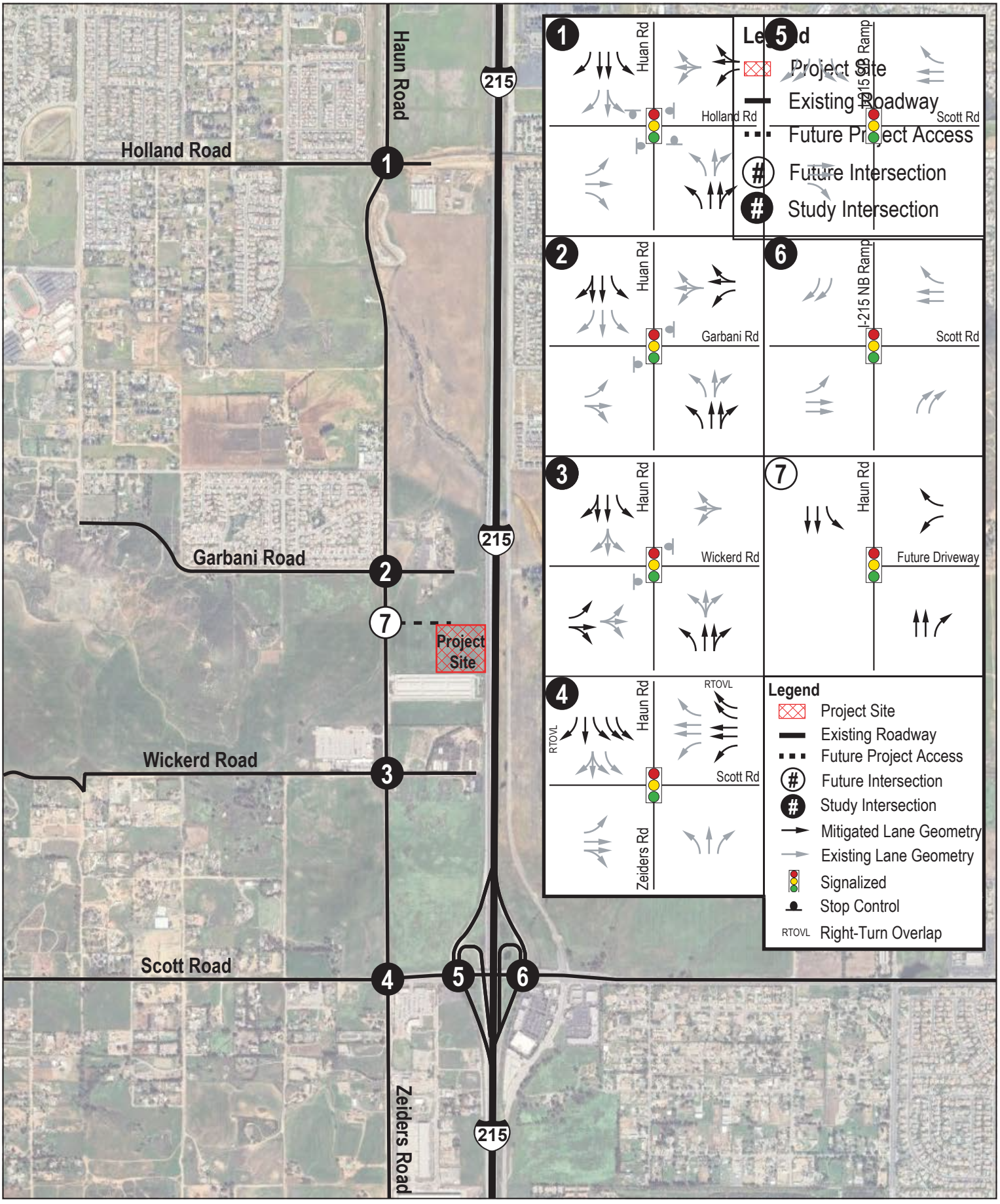
Roadway	Segment	No. Lanes	Classification	LOS E Capacity	Opening Year 2026 Plus Project (WITH MITIGATION)			Fair Share Contribution (With Events)	Fair Share Contribution (Without Events)
					ADT	V/C	LOS		
Haun Road	Holland Road to Garbani Road	4	Major	34,100	31,523	**0.92**	**E**	4.6%	2.8%
	Garbani Road to Wickerd Road	4	Major	34,100	27,722	0.81	D	18.4%	11.9%
	Wickerd Road to Scott Road	4	Major	34,100	39,186	**1.15**	**F**	8.1%	5.0%
Scott Road	Haun Road to I-215 NB Ramps	6	Urban Arterial	56,300	50,357	0.89	D	7.4%	4.6%

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

Exhibit ES.1 shows the mitigated lane geometry.



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1.2 VEHICLE MILES TRAVELED

To satisfy California Environmental Quality Act (CEQA), a Vehicle Miles Traveled (VMT) screening assessment and analysis was prepared for the Project under a separate memorandum.

2 INTRODUCTION

This study analyzes the forecast traffic conditions associated with the proposed Project located on the east side of Haun Road, approximately 650 feet south of Garbani Road in the City of Menifee, refer to **Exhibit 1**, *Regional Vicinity Map*. Surrounding cities include the City of Perris to the north, City of Murrieta to the south, City of Hemet to the east, and City of Lake Elsinore to the west.

The site is bound by vacant land to the north, an existing storage facility to the south, vacant land to the west, and Interstate 215 (I-215) to the east; refer to **Exhibit 2** showing the Project Location Map. Regional access to the site is provided via I-215. Local access is provided via Scott Road and Haun Road. **Exhibit 3** shows the Project Site Plan. The Project plans to construct two buildings on approximately 8.37-acres of undeveloped land in two phases. Phase 1 will develop a 69,618-square-foot building, which would include a fitness center, multipurpose center, and museum in the southern portion of the project site. Phase 2 will include a 16,616-square-foot office building in the northern portion of the project site. The Project is anticipated to be fully constructed in Year 2026. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the Project is forecast to generate approximately 2,376 daily vehicle trips with 68 AM peak hour trips and 625 PM peak hour trips.

2.1 STUDY AREA

The study evaluates the following seven (7) intersections during the AM and PM peak hours in the vicinity of the Project site:

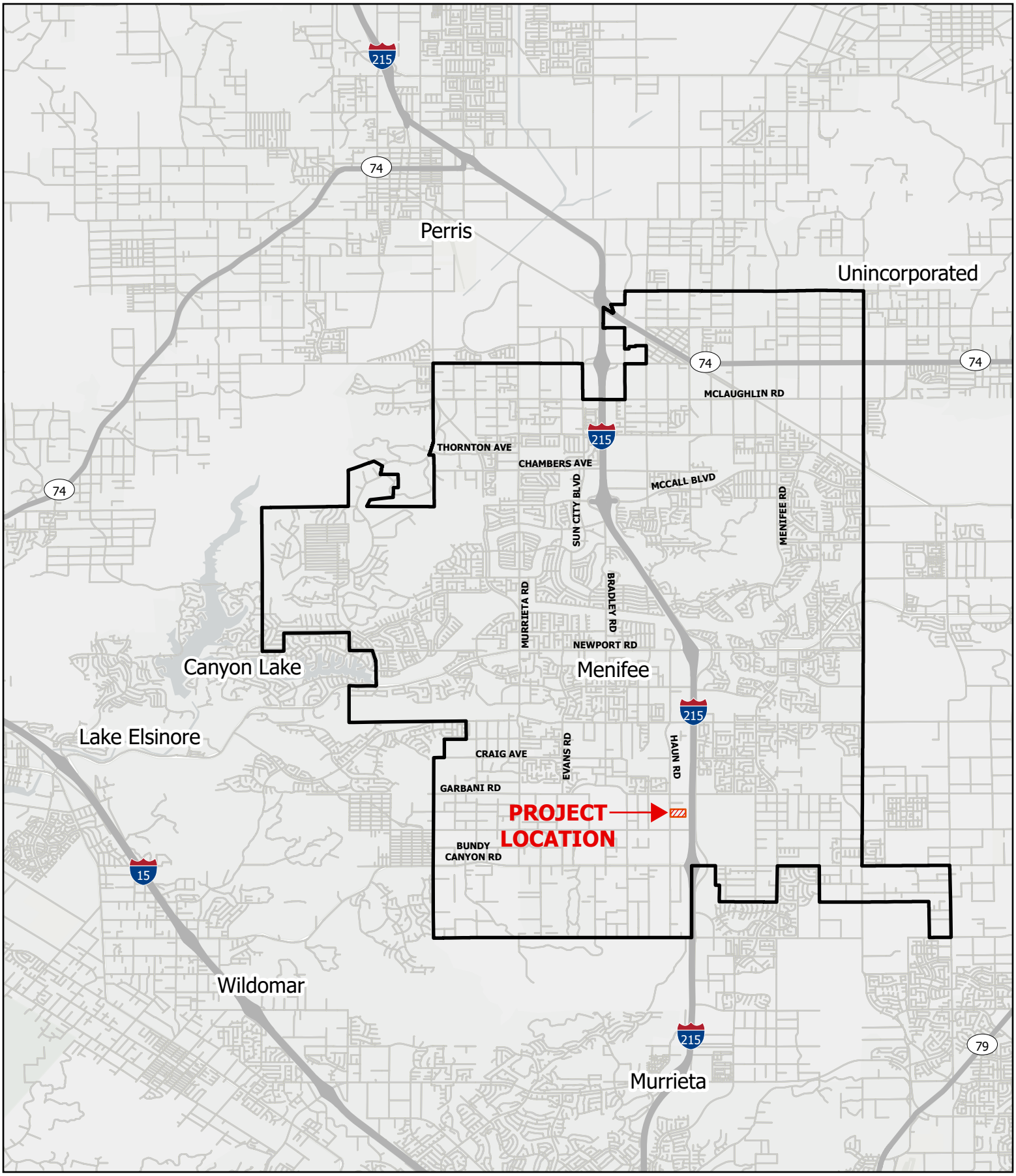
1. Haun Road & Holland Road (All-Way Stop Control)
2. Haun Road & Garbani Road (Two-Way Stop Control)
3. Haun Road & Wickerd Road (Two-Way Stop Control)
4. Haun Road & Scott Road (Signalized)
5. Scott Road & I-215 SB Ramps (Signalized)
6. Scott Road & I-215 NB Ramps (Signalized)
7. Haun Road & Project Driveway (One-Way Stop Control)

The study evaluates the following four (4) roadway segments in the vicinity of the Project site:

1. Haun Road from Holland Road to Garbani Road
2. Haun Road from Garbani Road to Wickerd Road
3. Haun Road from Wickerd Road to Scott Road
4. Scott Road from Haun Road to I-215 NB Ramps

Exhibit 4 shows the study locations. These seven (7) intersections and four (4) roadway segments have been identified in coordination with City staff as potential locations impacted by the Project. These study locations are analyzed for the following conditions:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year 2026 Without Project Conditions
- Opening Year 2026 Plus Project Conditions



Garbani and Evans TTM 38766 Project
Environmental Checklist

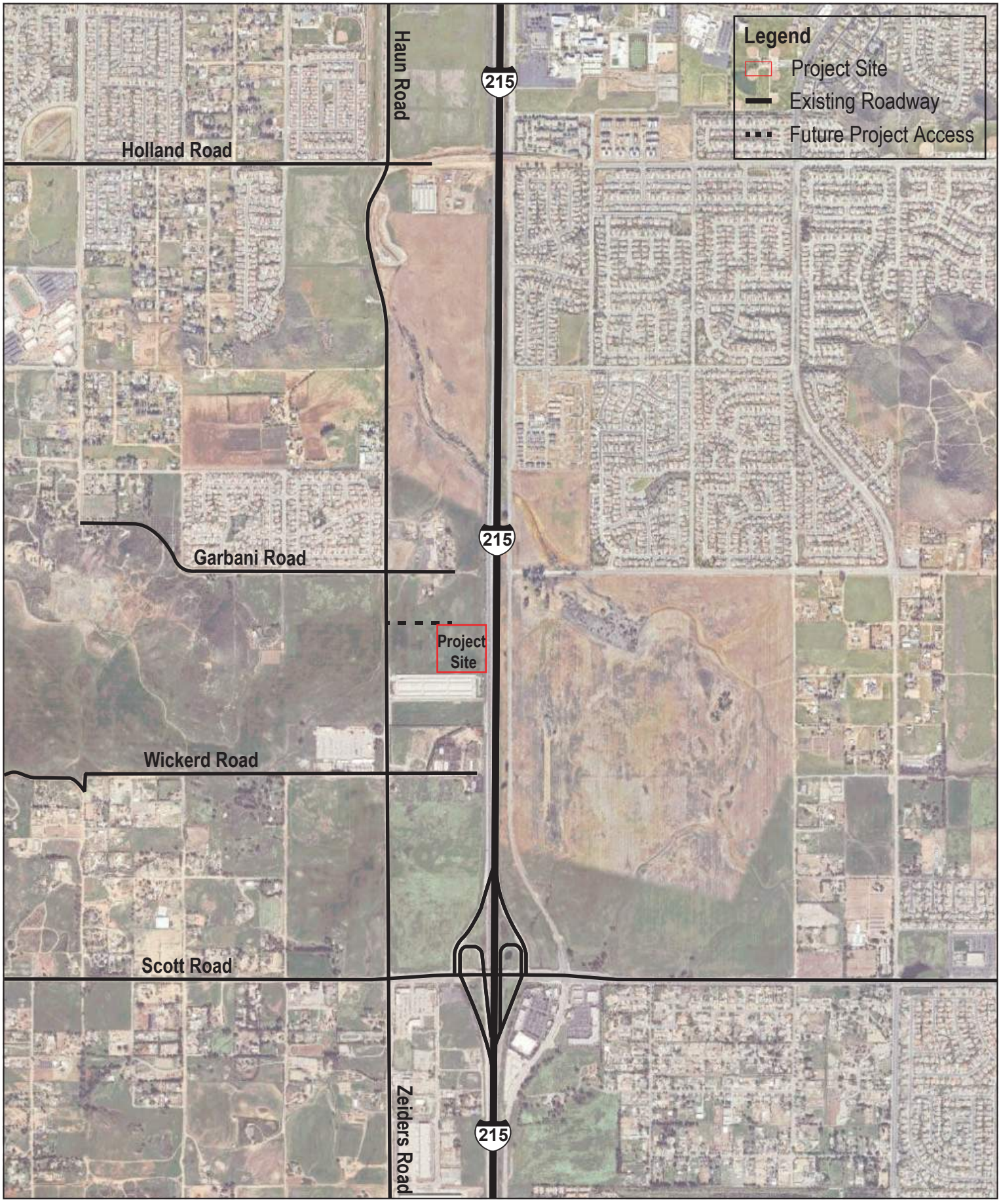
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Regional Location Map

Exhibit 1



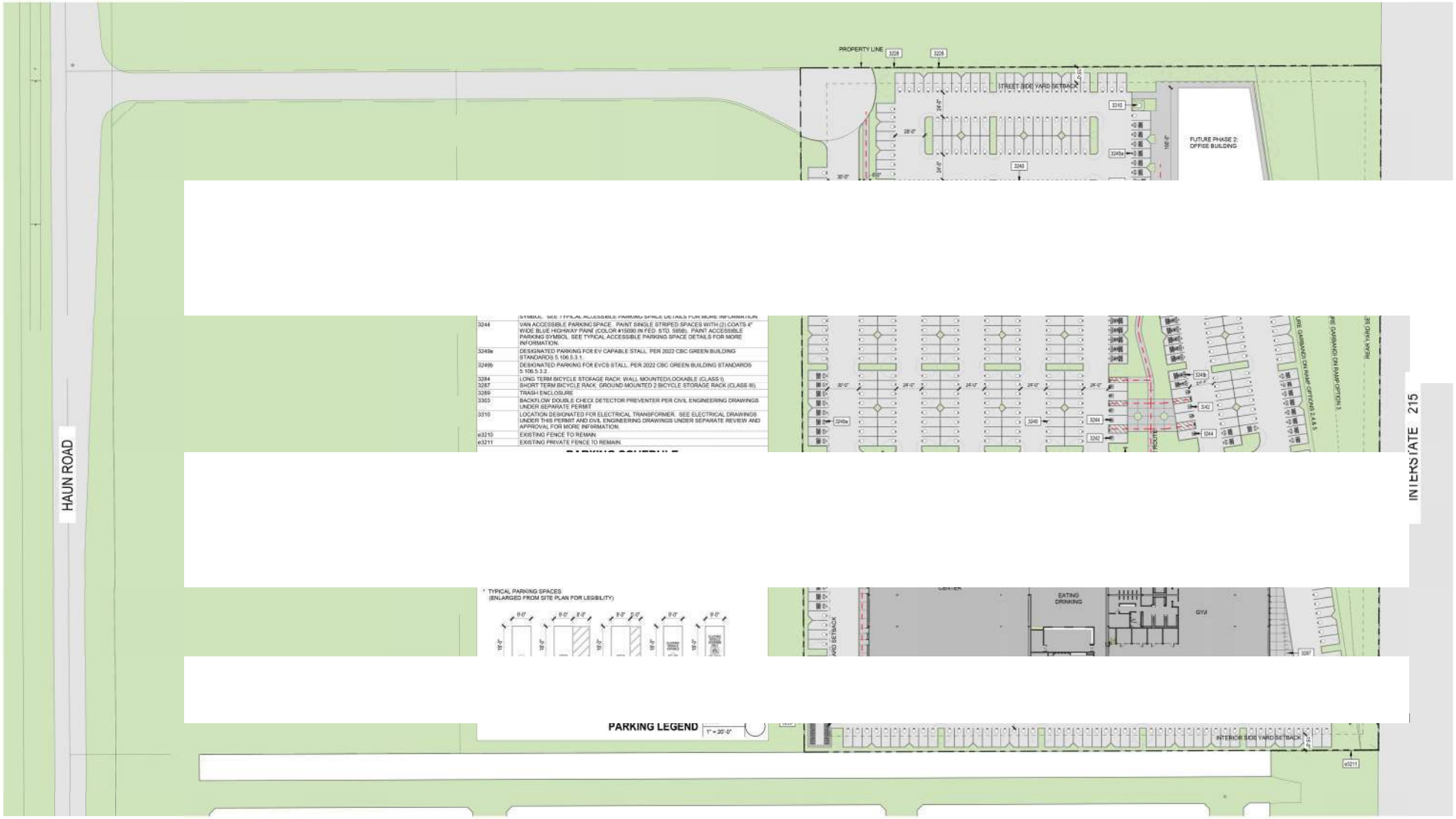
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Project Location Map

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Exhibit 2



OVERALL SITE PLAN - Sheet View Scale: 1" = 40'-0" (1)

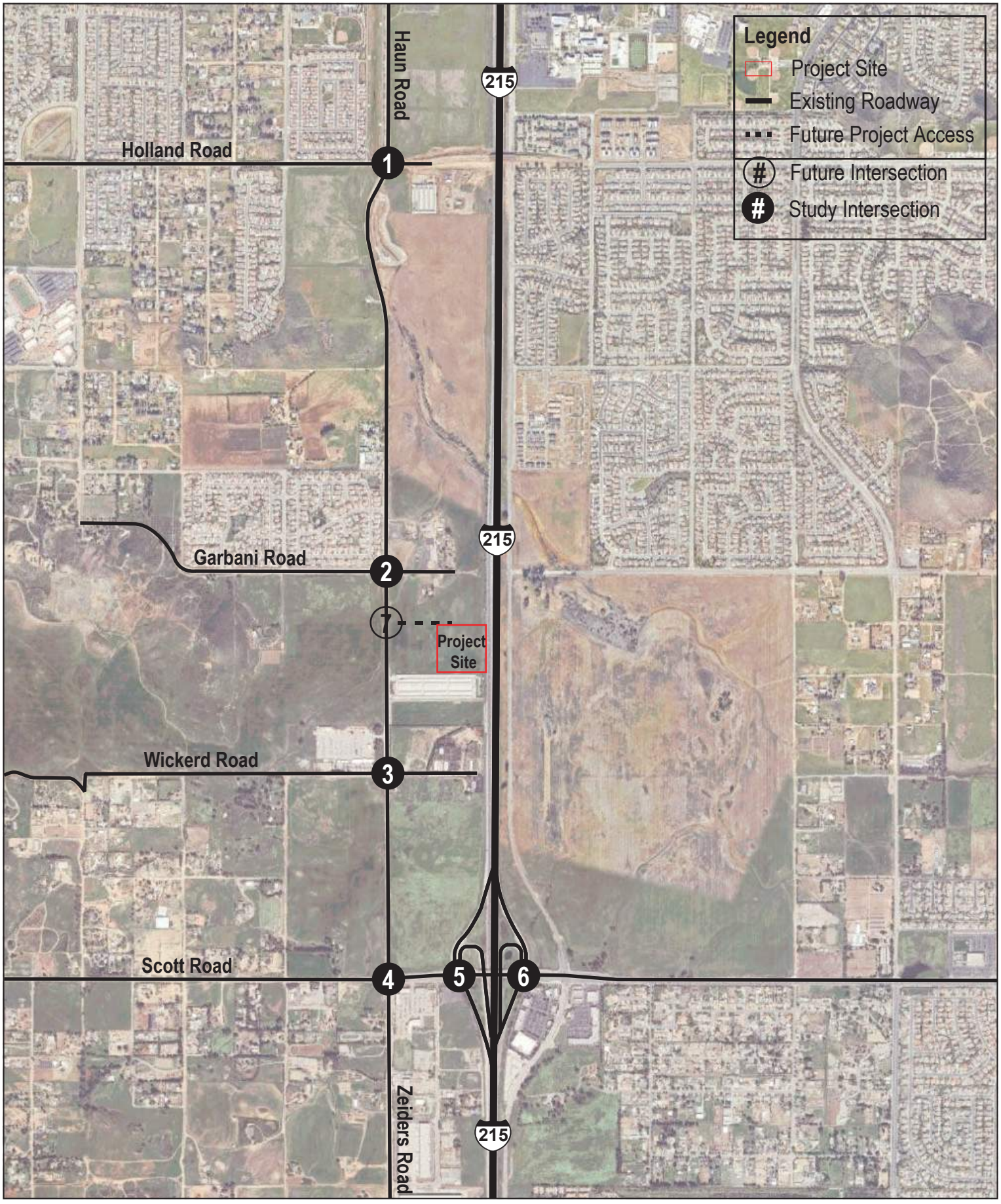
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Project Site Plan

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Exhibit 3



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Exhibit 4

3 ANALYSIS METHODOLOGY

As required by the City of Menifee, this transportation impact analysis has been prepared in accordance with the *City of Menifee LOS Traffic Study Guidelines Guidelines revised October 2020* (City Guidelines). Michael Baker reviewed the study area, trip generation estimates, trip distribution, and other assumptions with City staff per the TIA Scoping Agreement contained in **Appendix A**.

3.1 INTERSECTION ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on traffic control and experienced delay at the intersection. The intersection analysis conforms to the operational analysis methodology outlined the *Highway Capacity Manual (HCM 6th Edition)* and performed utilizing *Synchro 11* traffic analysis software.

The *HCM* analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for study intersections as shown in **Table 5**.

For signalized intersections, signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were obtained from the current signal timing data sheets provided by City staff and incorporated into the Synchro model. Synchro reports average vehicle delay for a signalized intersection, which correspond to a particular LOS, to describe the overall operation of an intersection.

Unsignalized intersection LOS for all-way stops and roundabouts is based on the average vehicle delay for all approaches. Average vehicle delay for one-way or two-way stop-controlled intersections is influenced by available gaps in traffic flow on the non-controlled approaches and LOS is based on the approach with the worst delay.

TABLE 5 - LEVEL OF SERVICE & DELAY RANGE

Level of Service	Control Delay (seconds/vehicle)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤ 10.0	≤ 10.0	Operates with very low delay and most vehicles do not stop.
B	> 10.0 to 20.0	> 10.0 to 15.0	Operates with good progression with some restricted movements.
C	> 20.0 to 35.0	>15.1 to 25.0	Operates with significant number of vehicles stopping with some backup and light congestion.
D	> 35.0 to 55.0	> 25.0 to 35.0	Operates with noticeable congestion, longer delays occur, and many vehicles stop.
E	> 55.0 to 80.0	> 35.1 to 50.0	Operates with significant delay, extensive queuing and unfavorable progression.
F	> 80.0	> 50.0	Operates at a level that is unacceptable to most drivers. Arrival rates exceed capacity of the intersection. Extensive queuing occurs.

3.2 ROADWAY SEGMENT ANALYSIS METHODOLOGY

The basis for roadway segment analysis is the relationship between the measured daily traffic volume and the Level of Service (LOS) capacity thresholds established according to roadway classifications. The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over capacity. **Table 6** presents the roadway segment capacity thresholds by LOS contained in the *City's Guidelines* and consistent with the Riverside County Transportation Department.

TABLE 6 – ROADWAY SEGMENT CAPACITY THRESHOLDS

Roadway Classification	Number of Lanes	Maximum Two Way Average Daily Traffic (ADT) Volume		
		LOS C	LOS D	LOS E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	69,000	78,000	87,100
Expressway	4	53,000	58,000	64,000
Expressway	6	79,000	87,000	95,000
Expressway	8	106,000	119,000	132,000
Freeway	4	80,000	91,000	100,000
Freeway	6	102,000	123,000	132,000
Freeway	8	136,000	164,000	176,000
Freeway	10	169,000	205,000	220,000
Ramp[1]	1	16,000	18,000	20,000

Source: *City of Menifee LOS Traffic Study Guidelines, Oct 2020: Attachment B*

[1] *Ramp Capacity is given as a one-way traffic volume.*

3.3 LEVEL OF SERVICE ANALYSIS PERFORMANCE STANDARDS

The City of Menifee has identified LOS "D" as the threshold for acceptable operating conditions for intersections and roadway segments, except at constrained locations in close proximity to I-215, where LOS "E" is accepted during peak hours.

Improvements or fair share contributions are required if a project does not meet the following LOS standards:

1.) If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E at constrained locations near I-215) and the addition of project trips results in an unacceptable LOS (E or F).

2.) If the pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection or roadway segment. This type of impact would be considered a "cumulative" project impact in which the project would be required to constribute a fair share payment toward reducing the impact.

All fair share contributions are calculated using the following equation:

$$d = \frac{c}{(b-a)}$$

Where:
a = Existing Traffic Volume
b = Opening Year Cumulative With Project Volume
c = Proposed Project Trips
d = Fair Share Percentage

Sourse: City of Menifee LOS Traffic Study Guidelines (Oct 2020)

4 EXISTING CONDITIONS

4.1 SURROUNDING ROADWAY NETWORK

The characteristics of the roadway system in the vicinity of the project site are described below:

Haun Road is a two-lane roadway trending in the north-south direction with left turn lanes provided at roadways and driveways along the corridor. Haun Road is ultimately classified as a four-lane Major roadway per the City's General Plan. This roadway will provide the primary vehicular access to the project site. Sidewalks are provided intermittently on west side of the street, while only a small segment is provided on the east side, at an approximate distance from the project site. Class I bike lane is identified on the west side of Haun Road from Holland Road towards north. On-street parking is generally not permitted, except for a approdimately 400-foot section in front of All Star Super Storage, adjacent to the project site. The posted speed limit is 50 MPH.

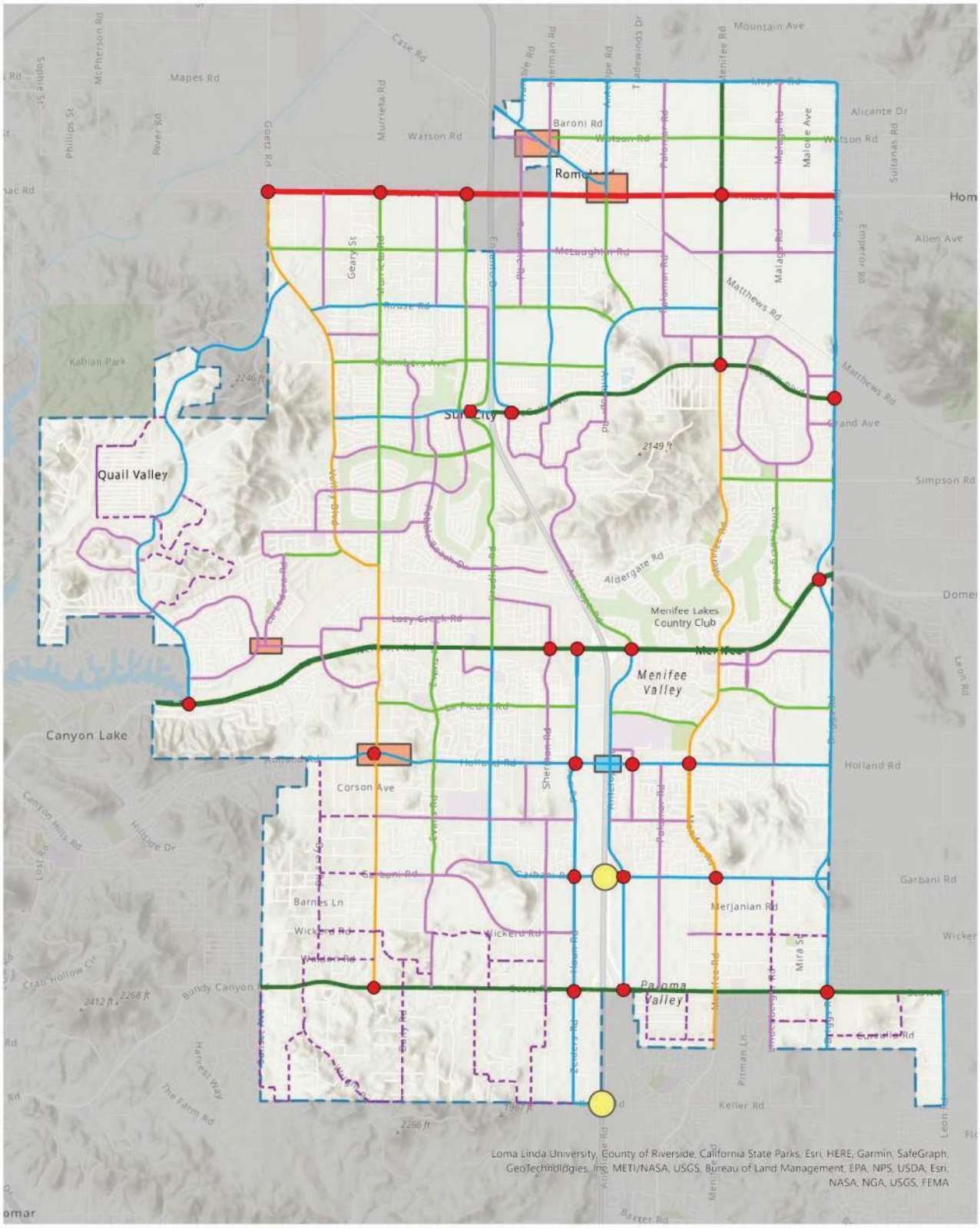
Holland Road is a two-lane roadway trending in the east-west direction. Holland Road is ultimately classified as a four-lane Major roadway per the City's General Plan. Sidewalks are provided intermittently on both sides of the street. The posted speed limit is 45 MPH.

Garbani Road is a two-lane roadway trending in the east-west direction in a residential community. Between Bradley Road and Briggs Road, Garbani Road is ultimately classified as a four-lane Major roadway per the City's General Plan. Sidewalks are provided on the north side of the street between Haun Road and Linda Lee Drive. The posted speed limit is 25 MPH.

Wickerd Road is a two-lane roadway trending in the east-west direction. Wickerd Road is classified as a Collector roadway per the City's General Plan. A small segment of sidewalk is currently provided along north side of Wickerd Road from Haun Road towards west.

Scott Road is an undivided roadway that varies from two to four lanes trending in the east-west direction. Scott Road is ultimately classified as a six-lane Urban Arterial roadway per the City's General Plan. Sidewalks are currently provided on the south side of Scott Road from the I-215 northbound ramp towards east, with intermittent sections on the north side. A small segment of Class II bike lane is identified along Scott Road on the north side between Haun Road and Antelope Road.

Exhibit 5 shows the City's Roadway Network per the adopted General Plan dated May 20, 2020.



Source: City of Menifee General Plan

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Exhibit 5

4.2 EXISTING TRAFFIC VOLUMES

To determine the existing operations of the study intersections, peak hour intersection movement counts were collected on Tuesday, June 4th, 2024. Morning (AM) peak period counts were collected between 7:00 AM to 9:00 AM and evening (PM) peak period counts were collected from 4:00 PM – 6:00 PM. The counts used in this analysis represent the highest hour within the peak periods counted for each intersection. 24-hour machine counts on study roadway segments were collected on June 4th, 2024. Detailed count data is contained in **Appendix B**.

Exhibit 6 shows the Existing study intersection lane geometry.

Exhibit 7 shows the Existing daily and AM/PM peak hour volumes at the study intersections.

4.3 EXISTING PEAK HOUR STUDY INTERSECTION LOS

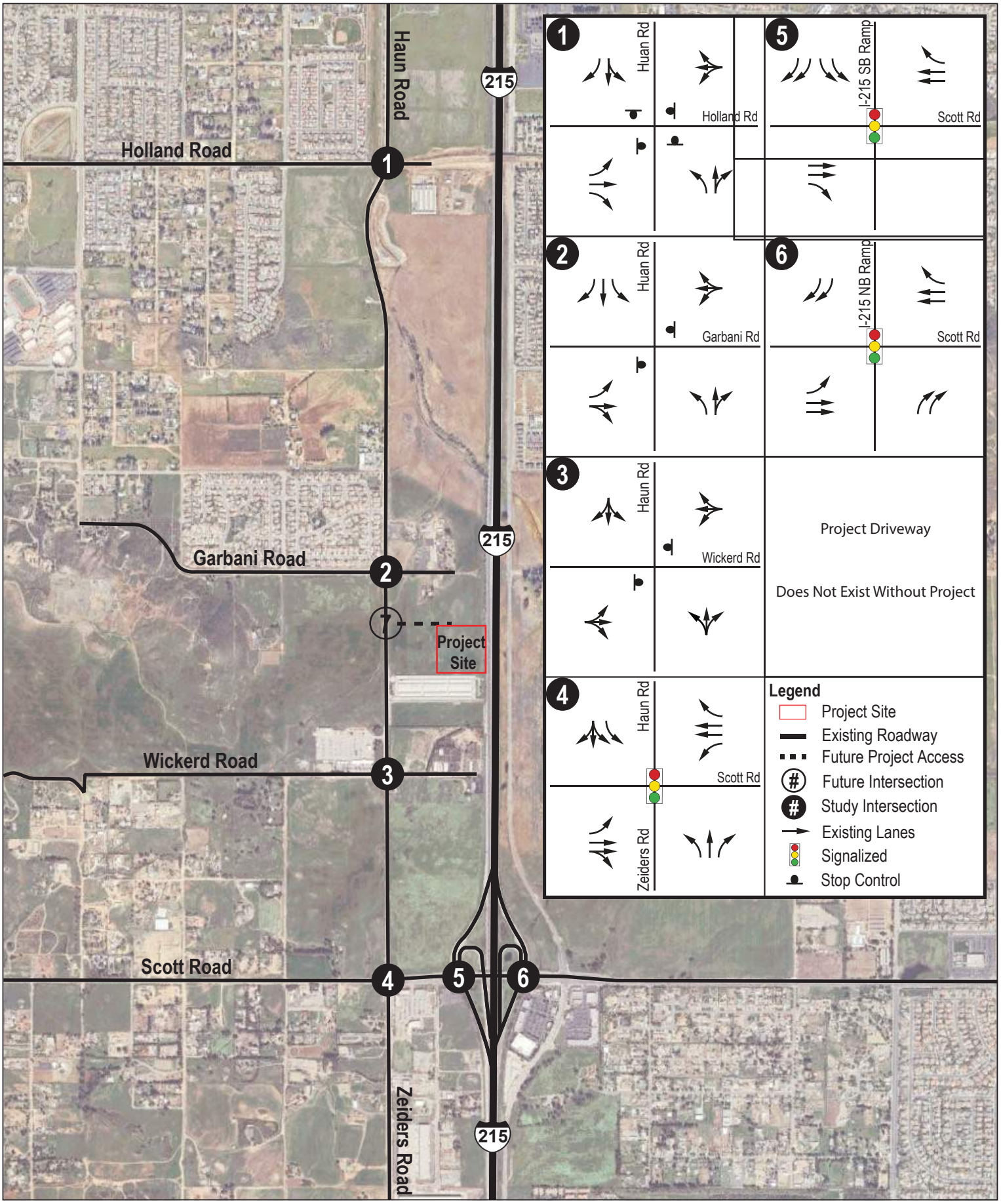
Table 7 summarizes Existing conditions AM and PM peak hour level of service for all study intersections. Detailed analysis sheets are contained in **Appendix C**.

TABLE 7 – EXISTING AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Existing Conditions	
		AM	PM
		Delay[1] LOS	Delay[1] LOS
1 - Haun Road & Holland Road	AWSC	14.5 - B	**49.1 - E**
2 - Haun Road & Garbani Road	TWSC	21.2 - C	**62.8 - F**
3 - Haun Road & Wickerd Road	TWSC	20.1 - C	34.4 - D
4 - Haun Road & Scott Road	Signal	31.6 - C	**87.7 - F**
5 - Scott Road & I-215 SB Ramps	Signal	11.7 - B	13.1 - B
6 - Scott Road & I-215 NB Ramps	Signal	14.9 - B	23.9 - C
7 - Haun Road & Project Driveway	OWSC	Does not exist without Project	

Note: Deficient intersection operation indicated in **bold**.
[1] Delay is expressed in seconds per vehicle.
LOS = level of service.
OWSC = One Way Stop Control
TWSC = Two Way Stop Control
AWSC = All Way Stop Control

As shown in **Table 5**, half of study intersections are currently operating at an acceptable level of service (LOS D or better) under existing conditions. However, during the PM peak hour, the intersection of Haun Road & Holland Road operates at LOS E, while both Haun Road & Garbani Road and Haun Road & Scott Road operate at LOS F.



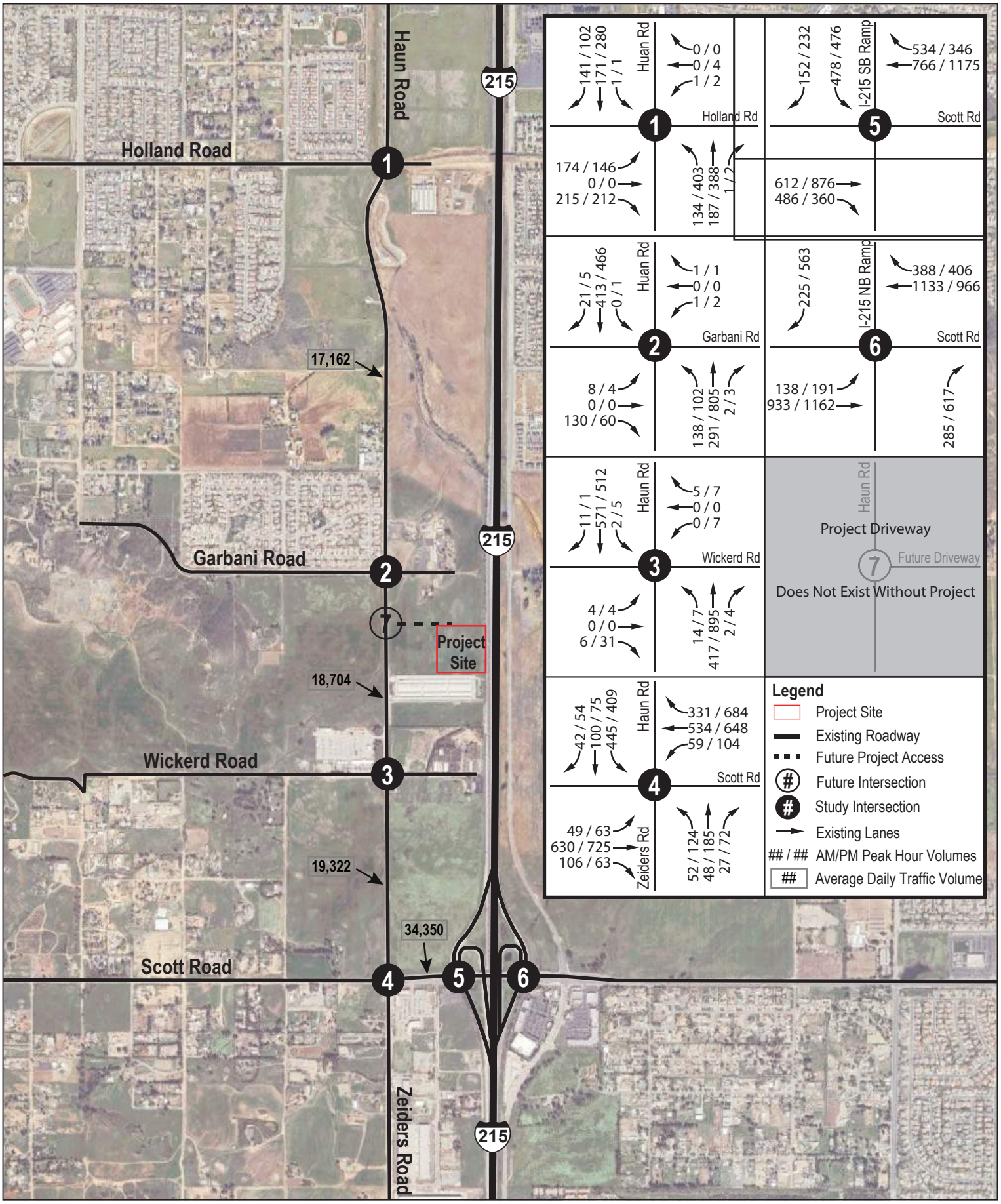
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Exhibit 6



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Exhibit 7

4.4 EXISTING ROADWAY SEGMENT LOS ANALYSIS

Operating conditions and LOS for roadway segments are calculated based on the capacity of the roadway determined by the existing functional classification of the roadway and existing daily traffic volumes. **Table 8** summarizes existing conditions average daily traffic LOS for all four study roadway segments based on the City's Roadway Segment Capacity Thresholds (refer to Table 2 in this TIA). As shown, the study roadway segment on Scott Road currently operates at LOS E, while the rest of the study roadway segments on Haun Road currently operate at LOS F.

TABLE 8 – EXISTING ROADWAY SEGMENT LOS ANALYSIS

Roadway	Segment	No. Lanes	Roadway Classification	LOS E Capacity	Existing Condition		
					ADT	V/C	LOS
Haun Road	Holland Road to Garbani Road	2	Collector	13,000	17,162	**1.32**	**F**
	Garbani Road to Wickerd Road	2	Collector	13,000	18,704	**1.44**	**F**
	Wickerd Road to Scott Road	2	Collector	13,000	19,322	**1.49**	**F**
Scott Road	Haun Road to I-215 NB Ramps	4	Arterial	37,000	34,350	0.93	E

Note: Deficient roadway segment operation indicated in **bold**.

ADT = Average Daily Traffic

LOS= Level of Service

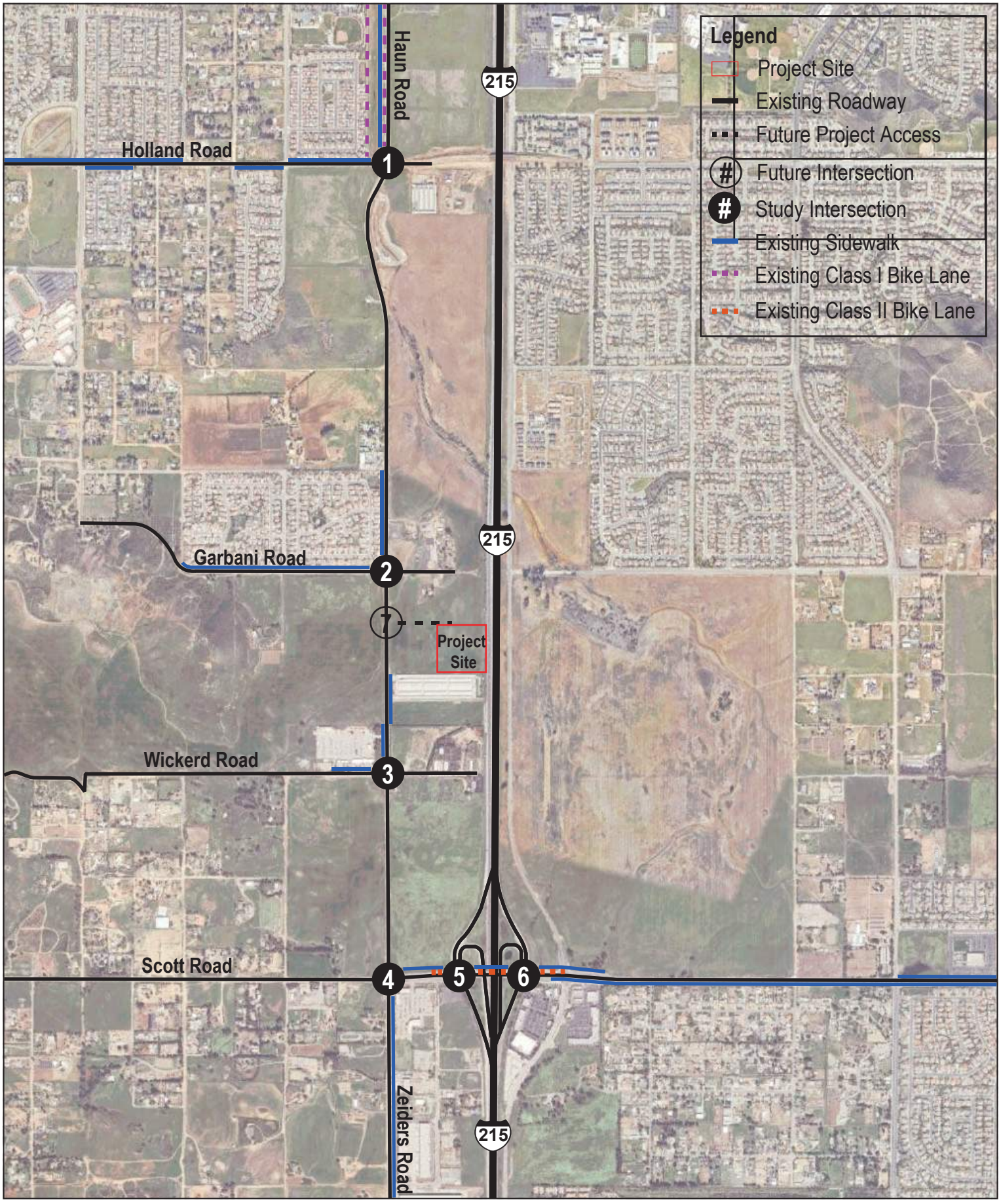
V/C= Volume to Capacity Ratio

4.5 EXISTING PEDESTRIAN AND BICYCLE FACILITIES

As shown in **Exhibit 8**, sidewalks are provided intermittently on Haun Road, Holland Road, and Scott Road. They are also present on the north side of Garbani Road between Haun Road and Linda Lee Drive, with a small segement on the north side of Wickerd Road. In general, sidewalks are only available along roadways that are adjacent to existing development site and missing segments are identified throughout the study area.

Class I bike lane is provided on the west side of Haun Road from Holland Road towards north, while a small segment of Class II bike lane is identified along Scott Road on the north side between Haun Road and Antelope Road. There are currently no existing bicycle facilities on all other roadways within the study area.

Transit service near the project site is provided Riverside Transit Agency (RTA). As shown in **Exhibit 9**, transit Route 61 spaning between Perris Transit Center and Temecula is identified within the study area. However, the closest bus stop is located near the intersection of Antelope Road and Scott Road, which is approximately 1.4 miles (over 30-min walk) from the project site. In the future, an extension of transit services are planned along Haun Road near the Project site per Exhibit C-5 in the City's General Plan.



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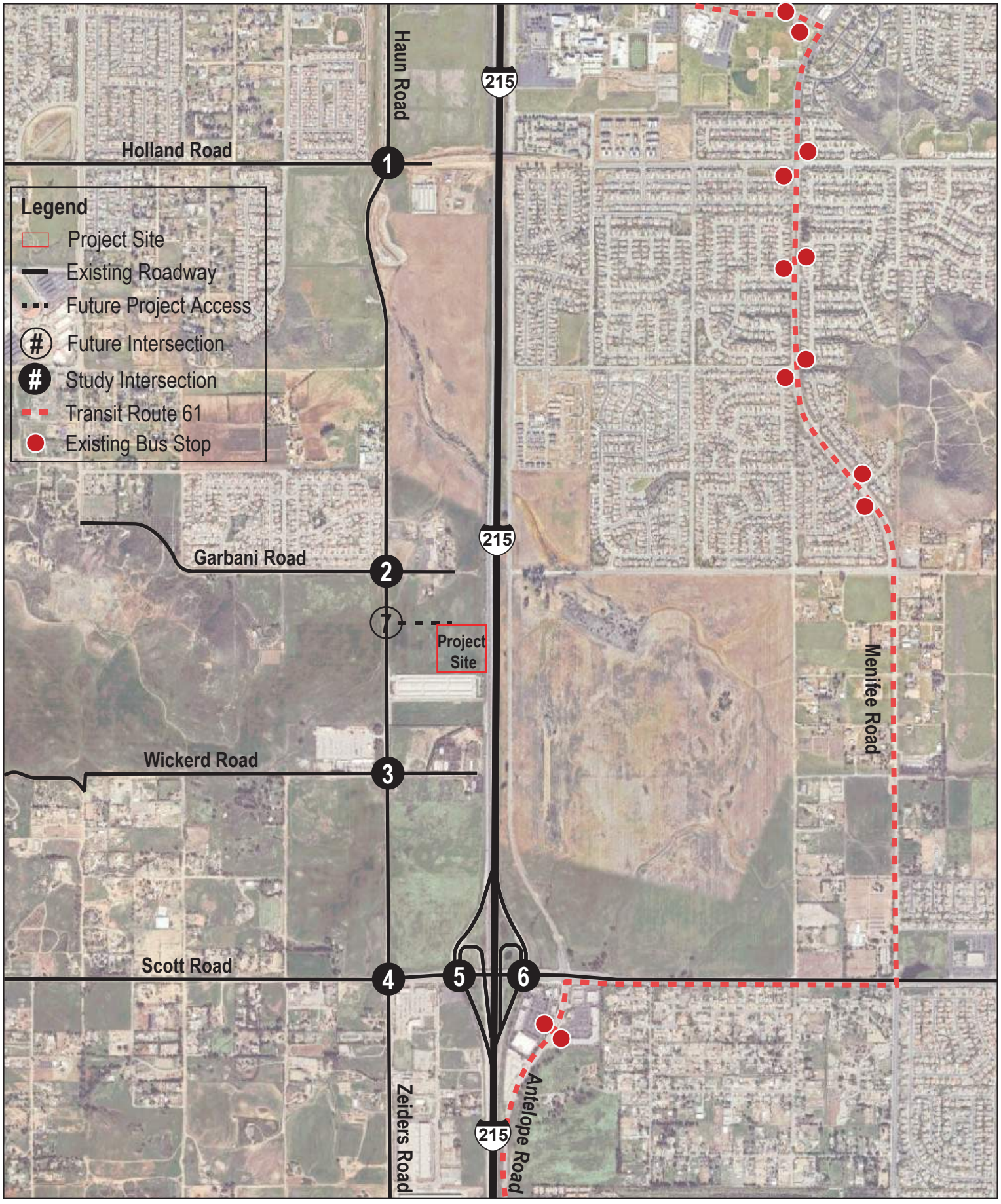
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Exhibit 8



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Exhibit 9

5 PROPOSED PROJECT

The Project proposes to construct two buildings on a 8.37 acres of undeveloped land in two phases. Phase 1 includes development of a 69,618-square-foot building which would house a fitness center, multipurpose center and museum in the southern portion of the project site. Phase 2 proposes for future development of a 16,616-square foot office building in the northern portion of the project site. Regional access to the site is provided via the Interstate 215 and Scott Road interchange. Vehicular access to the site will be provided via a new full access driveway on Haun Road.

5.1 PROJECT FORECAST TRIP GENERATION

In order to calculate vehicle trips forecast to be generated by the proposed Project, the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition)* was used to calculate the trip generation rates as summarized in **Table 9** utilizing the fitted curve equations which are based on the proposed land use quantity. Given the nature of the Project, fitness center, museum and medical office trip generation rates align more with the proposed development and therefore used in this analysis.

Table 10 summarizes the vehicular trip generation forecast to be generated by the project using the rates shown in **Table 9**. The site is vacant and undeveloped, therefore, a trip generation credit has not been applied. As shown, the proposed Project is forecast to generate approximately 2,376 daily vehicle trips with 68 AM peak hour trips (46 in / 22 out) and 625 PM peak hour trips (301 in / 324 out).

TABLE 9 - ITE TRIP GENERATION RATES

Land Use	ITE Code [1]	Daily Trip Rate	AM Peak Hour Rate			PM Peak Hour Rate		
			Total	In	Out	Total	In	Out
Fitness Center	492	40.53 /KSF	1.32 /KSF	51%	49%	4.05 /KSF	57%	43%
Museum	580	2.76 /KSF	0.28 /KSF	86%	14%	0.28 /KSF	16%	84%
Medical Office	720	36.47 /KSF	2.89 /KSF	79%	21%	3.85 /KSF	16%	84%

[1] Source: ITE Trip Generation Manual, 11th Edition.

TABLE 10 - PROPOSED PROJECT TRIP GENERATION

Land Use	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Event Center	800 Seats[3]	962	0	0	0	481	240	241
Fitness Center [(1)]	23.44 KSF	950	31	16	15	95	54	41
Museum [(1)]	3.62 KSF	10	1	1	0	1	0	1
Medical Office	16.62 KSF	606	48	38	10	64	10	54
Internal Reductions [(2)]		-152	-12	-9	-3	-16	-3	-13
Total	**43.67 KSF**	**2,376**	**68**	**46**	**22**	**625**	**301**	**324**

Notes:

KSF = 1,000 SF

[(1)] Daily trip generation rates not available. Assumes 10% of daily trips occurs during the PM peak hour.

[(2)] Internal reduction of 25% applied to the office use only.

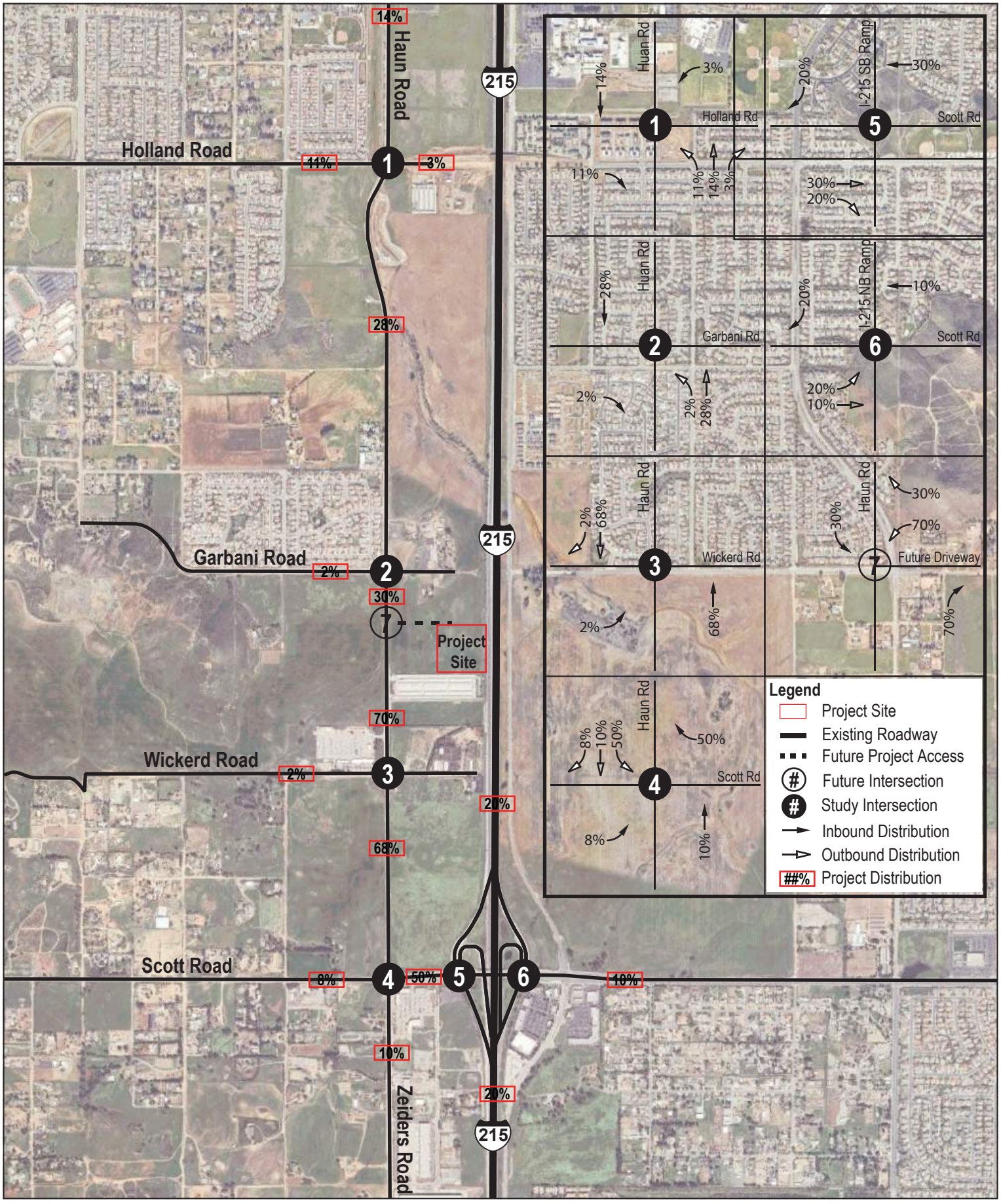
[3] Total parking to be provided on-site is 481 stalls. Therefore, total daily vehicle trips are based on 2 trips per parking stall (481 x 2 = 962) to account for one inbound and one outbound trip. 50% of the 962 daily trips (i.e. 481) are anticipated to arrive/depart within the PM peak hour. No events are anticipated to occur during the AM peak hour.

5.2 TRIP DISTRIBUTION AND TRIP ASSIGNMENT OF PROPOSED PROJECT

Project trips were assigned onto the surrounding roadway network based on the location of the Project relative to the area transportation network such as access to freeway interchange and primary arterials.

Exhibit 10 shows the forecast trip percent distribution of the Project within the study area. Since site access would be granted from one entry point on Haun Road, 30% of project-related traffic is expected to travel north and 70% to the south via Haun Road. Among the 70% traffic traveling south, 10% of project-related traffic is expected to travel further south via Haun Road, 50% to the East via Scott Road, and a total of 10% to the west via both Wickerd Road and Scott Road.

Exhibit 11 shows the corresponding forecast assignment of AM and PM peak hour project-generated trips assuming the trip percent distribution shown in Exhibit 10.



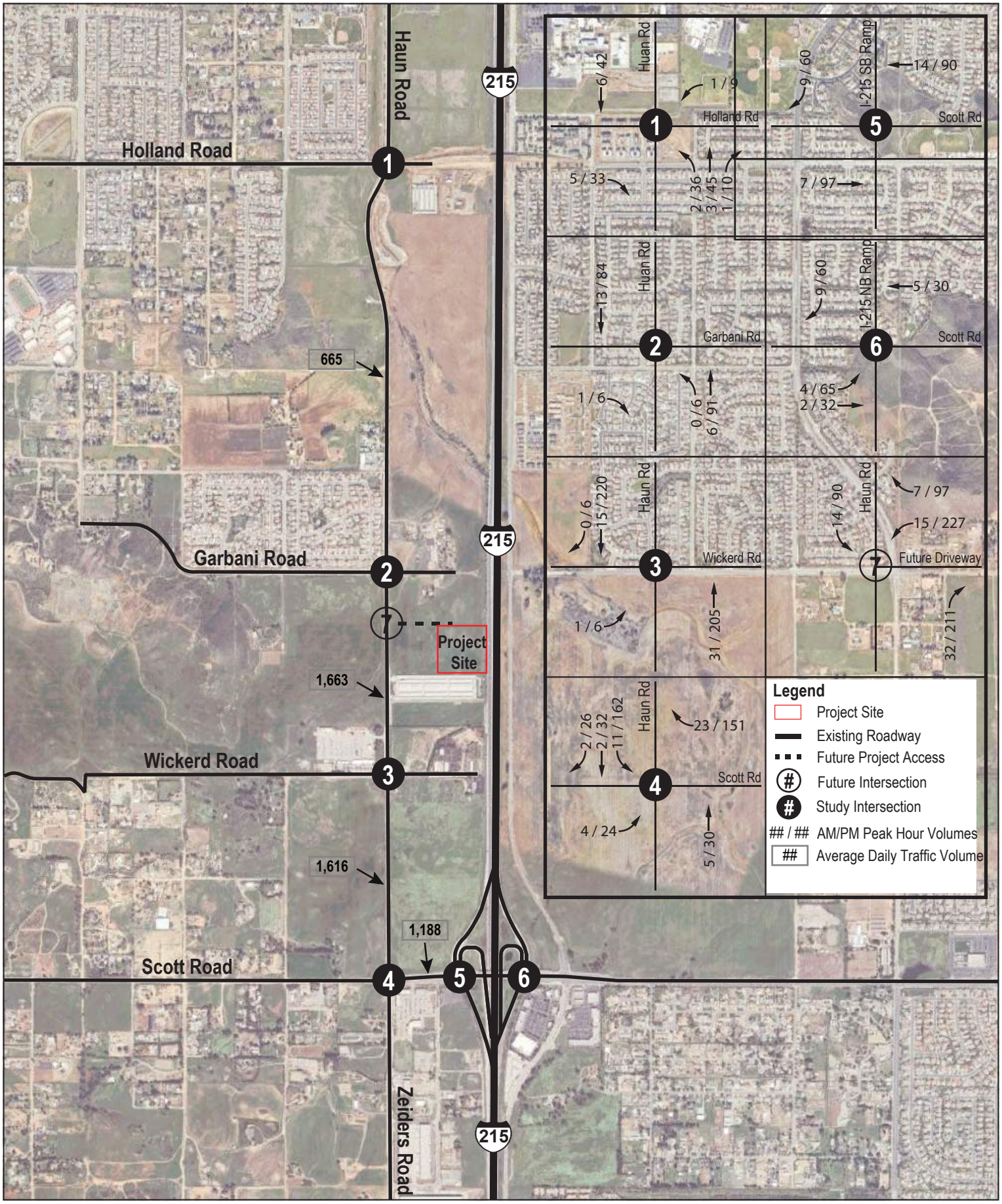
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Exhibit 10



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Exhibit 11

6 EXISTING PLUS PROJECT CONDITIONS

This chapter of the report evaluates the Existing Plus Project conditions. Existing Plus Project traffic volumes were derived by adding project only daily, AM and PM peak hour traffic volumes to Existing daily, AM and PM peak hour traffic volumes. **Exhibit 12** shows the Existing Plus Project daily and AM/PM peak hour volumes at the study intersections.

6.1 EXISTING PLUS PROJECT PEAK HOUR STUDY INTERSECTION LOS

Table 11 compares the Existing Conditions AM/PM peak hour LOS to the Existing Plus Project AM/PM peak hour LOS for all study intersections. Detailed analysis sheets are contained in **Appendix D**.

TABLE 11 – EXISTING & EXISTING PLUS PROJECT AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Existing Conditions		Existing Plus Project Conditions		Project Trips		Fair Share Required ?
		AM	PM	AM	PM			
		Delay[1] LOS	Delay[1] LOS	Delay[1] LOS	Delay[1] LOS	AM	PM	
1 - Haun Road & Holland Road	AWSC	14.5 - B	**49.1 - E**	14.9 - B	**91.0 - F**	18	175	**YES**
2 - Haun Road & Garbani Road	TWSC	21.2 - C	**62.8 - F**	22.0 - C	**98.4 - F**	20	187	**YES**
3 - Haun Road & Wickerd Road	TWSC	20.1 - C	34.4 - D	22.6 - C	**98.4 - F**	47	437	**YES**
4 - Haun Road & Scott Road	Signal	31.6 - C	**87.7 - F**	32.9 - C	**156.8 - F**	47	425	**YES**
5 - Scott Road & I-215 SB Ramps	Signal	11.7 - B	13.1 - B	11.8 - B	13.9 - B	-	-	NO
6 - Scott Road & I-215 NB Ramps	Signal	14.9 - B	23.9 - C	15.0 - B	26.6 - C	-	-	NO
7 - Haun Road & Project Driveway	OWSC	Does not exist without Project		18.5 - C	**>300.0 - F**	68	625	**YES**

Note: Deficient intersection operation indicated in **bold**.
[1] Delay is expressed in seconds per vehicle.
LOS = level of service.
OWSC = One Way Stop Control
TWSC = Two Way Stop Control
AWSC = All Way Stop Control

As shown in **Table 11**, five out of the seven study intersections are operating at a deficient level of service (E or F) under Existing Plus Project Conditions in the AM and PM peak hour:

- Haun Road & Holland Road (Int. 1) LOS F in the PM Peak Hour
- Haun Road & Garbani Road (Int. 2) LOS F in the PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) LOS F in the PM Peak Hour
- Haun Road & Scott Road (Int.4) LOS F in the PM Peak Hour
- Haun Road & Project Driveway (Int. 7) LOS F in the PM Peak Hour

According to the City's Guidelines, a fair share contribution is required if the following criteria apply:

a.) Acceptable LOS pre-Project (without project) and the addition of Project trips results in unacceptable LOS E or F;
b.) Pre-project condition is LOS E or F and the Project adds 50 or more peak hour trips to the intersection or roadway segment.

At Haun Road & Holland Road, the LOS without and with Project conditions is LOS E and F respectively during the PM peak hour and there are 175 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Garbani Road, the LOS without and with Project conditions is "F" during the PM peak hour and there are 187 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Wickerd Road, the LOS without and with Project conditions is LOS D and F respectively during the PM peak hour; and there are 437 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Scott Road, the LOS without and with Project conditions is "F" and there are 425 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Project Driveway, since the project driveway does not exist without project, there is no associated LOS. However, the LOS with Project condition is "F" during the PM peak hour, the addition of Project trips results in unacceptable LOS. Therefore, a fair share contribution is required.

6.2 EXISTING PLUS PROJECT ROADWAY SEGMENT LOS ANALYSIS

Table 12 presents a LOS comparison of the Existing Conditions roadway segment analysis and Existing Plus Project Conditions analysis. As shown, the pre-project condition is LOS F for all of the study roadway segments on Haun Road, and LOS E for the study roadway segement on Scott Road. Meanwhile, for all roadway segemetns on Haun Road, the project adds 50 or more PM peak hour trips.

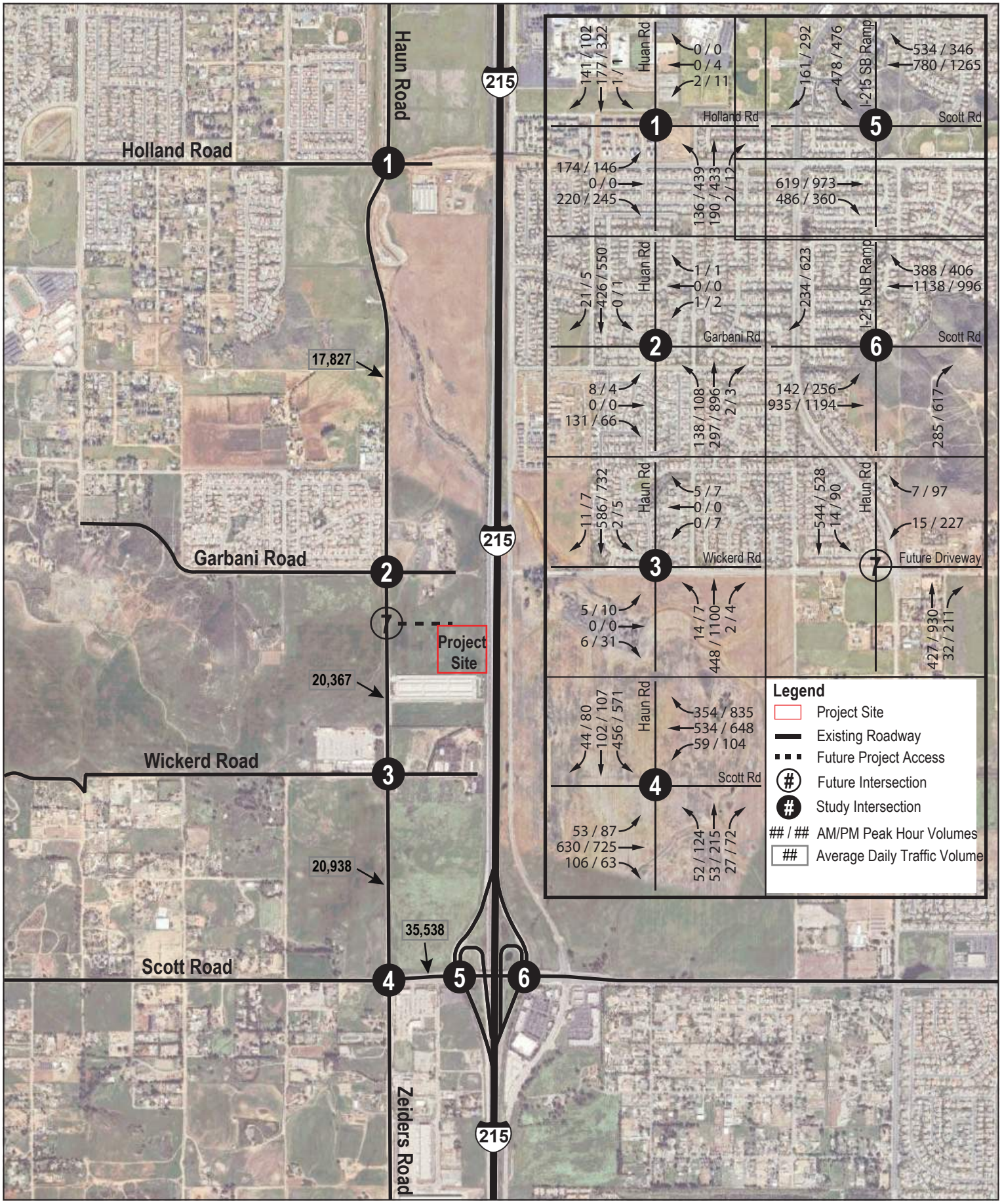
Since the study roadway segments on Haun Road currently operate below the City's LOS standard and the project adds 50 or more peak hour trips to the roadway segments, a fair share contribution towards improvements is required of the Project.

TABLE 12 – EXISTING & EXISTING PLUS PROJECT ROADWAY SEGMENT LOS COMPARISON

Roadway	Segment	Roadway Classification	LOS E Capacity	Existing			Existing Plus Project			Project Trips		Fair Share Required?
				ADT	V/C	LOS	ADT	V/C	LOS	AM	PM	
Haun Road	Holland Road to Garbani Road	Collector	13,000	17,162	**1.32**	**F**	17,827	**1.37**	**F**	13	91	**Yes**
	Garbani Road to Wickerd Road	Collector	13,000	18,704	**1.44**	**F**	20,367	**1.57**	**F**	32	220	**Yes**
	Wickerd Road to Scott Road	Collector	13,000	19,322	**1.49**	**F**	20,938	**1.61**	**F**	32	220	**Yes**
Scott Road	Haun Road to I-215 NB Ramps	Arterial	37,000	34,350	0.93	E	35,538	0.96	E	23	162	No

Note: Deficient roadway segment operation indicated in **bold**.
ADT= Average Daily Traffic
LOS= Level of Service
V/C= Volume to Capacity Ratio

As shown in **Table 12**, with an exception for the roadway segment on Scott Road, the LOS for all study roadway segments without and with Project conditions is "F" and the PM peak hour Project trips added to this location is exceeding the 50 trip threshold. Therefore, a fair share contribution is required for all study roadway segments on Haun Road. Since the roadway segment on Scott Road located near I-215 interchange, "E" is considered acceptable LOS. The LOS without and with Project condition is "E" for study roadway segment on Scott Road, therefore, no fair share contribution is required.



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Exhibit 12

7 OPENING YEAR 2026 WITHOUT PROJECT CONDITIONS

7.1 CUMULATIVE PROJECTS

Based on consultation with City staff and review of the City's Land Development Project map dated May 2024, Michael Baker found 14 cumulative projects that would add project-related traffic to the study area. **Exhibit 13** shows the location of the cumulative projects.

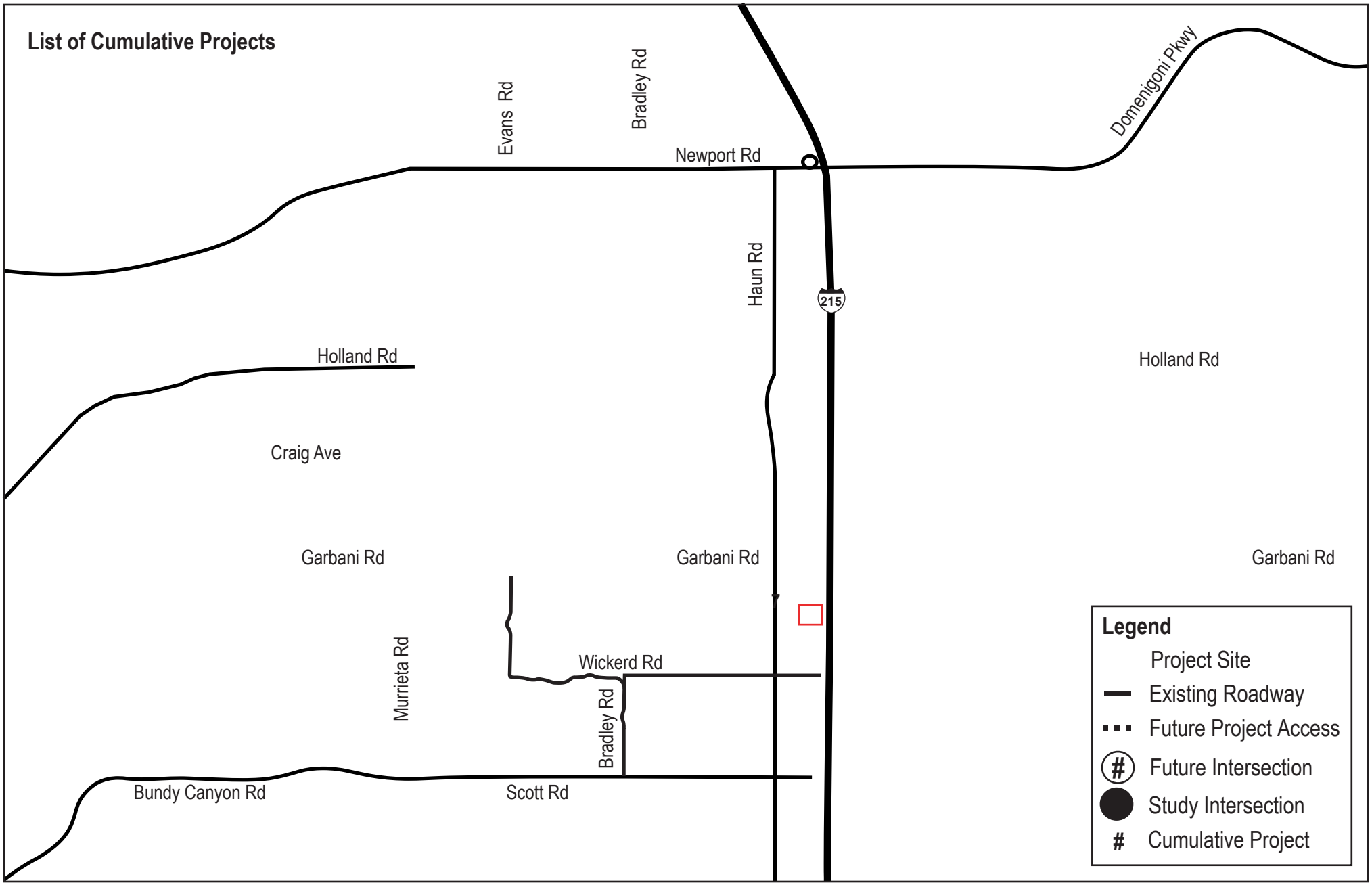
Table 13 presents the trip generation for the 14 cumulative projects including absorption rates in accordance with the City's Guidelines and pass-by trip reductions for commercial projects using ITE's Trip Generation Handbook. As shown, the cumulative projects are expected to generate a total of 80,352 daily vehicle trips with 4,192 AM peak hour and 7,273 PM peak hour trips.

TABLE 13 – CUMULATIVE PROJECTS TRIP GENERATION SUMMARY

	Project	Jurisdiction	Land Use	Intensity	ADT	AM Peak Hour			PM Peak Hour		
						Total	Inbound	Outbound	Total	Inbound	Outbound
1	Quartz Ranch	Menifee	Single Family Residential (210)	878 DU	7,446	538	134	404	766	482	284
			Commercial (820)	435.600 KSF	17,237	391	242	149	1,628	782	846
			School (520)	444.312 KSF	1,009	329	178	151	71	33	38
				Total:	25,692	1,258	554	704	2,465	1,297	1,168
2	Estrella	Menifee	Single Family Residential (210)	80 DU	762	60	15	45	80	50	30
3	Golden Meadows	Menifee	Single Family Residential (210)	571 DU	5,386	400	104	296	537	338	199
4	Walmart	Menifee	Free-standing Discount Superstore (813)	205.000 KSF	11,734	344	193	151	1,026	513	513
			Specialty Retail (814)	13.800 KSF	612	33	20	13	37	16	21
			High-turnover (Sit-down) Restaurant (932)	6.500 KSF	826	75	39	36	72	43	30
			Fast-food with Drive-thru (934)	6.200 KSF	3,076	306	156	150	210	109	101
			Automobile Care Center (942)	6.680 KSF	134	20	13	7	22	11	11
			Gas Station w/ Food Mart & Car Wash (946)	16.000 VFP	2,445	191	97	94	223	114	109
				Total:	18,827	968	518	450	1,590	806	784
			Internal Capture within Center (10%)		(1,883)	(90)	(45)	(45)	(156)	(78)	(78)
			Pass-By (25% on Fast-food and Gas Station Only)		(1,242)	-	-	-	(99)	(51)	(48)
				Total:	15,702	878	473	405	1,335	677	658
5	StaxUp Storage Facility Expansion	Menifee	Storage Facility (151)	48.725 KSF	71	5	3	2	7	3	4
6	Garbani South	Menifee	Single Family Residential (210)	33 DU	311	23	6	17	31	20	11
7	Newport Pointe	Menifee	Fast Casual Restaurants	10.370 KSF	1,886	10	6	4	53	32	21
			Grocery Store	18.041 KSF	994	45	25	20	81	39	42
			Fast-Food Restaurant with Drive-Through	0.800 KSF	181	9	4	5	8	4	4
			Day Care Center	160.000 Students	573	95	58	37	117	57	60
			Express Car Wash	110.000 LF	675	47	24	23	69	32	37
			Health Fitness Club	40 KSF	1,209	40	24	16	128	76	52
				Total:	5,518	246	141	105	456	240	216
			Multifamily Residential (220)	326 DU	2,165	124	30	94	161	101	60
				Total:	7,683	370	171	199	617	341	276
8	Freedom Business Park (Automobile)	Menifee	Industrial/Warehousing	289.824 KSF	708	71	58	14	71	14	58
8.1	Freedom Business Park (Truck)	Menifee	Industrial/Warehousing	289.824 KSF	682	69	56	13	69	13	56
9	Huan and Garbani	Menifee	Mixed Use (Business Park? 770)	291.02 KSF	3,806	374	317	57	373	97	276
10	Garbani and Evans	Menifee	Single Family Residential (210)	137 DU	1,348	105	27	78	139	89	50
11	The Junction	Menifee	Retail (820)	268.824 KSF	12,883	292	181	111	1,150	552	598
			5-Floor Hotel*	100.000 DU	660	43	24	19	46	24	22
			Assisted Living/Independent Living/Memory Care Faci	304.000 DU	790	55	33	22	73	28	45
				Total:	14,333	390	238	152	1,269	604	665
12	Menifee Village SPA	Menifee	Admended Specific Plan	27.73 AC	-	-	-	-	-	-	-
13	Boulders	Menifee	Office	25.402 KSF	352	52	45	7	53	9	44
			Commercial (822)	8.223 KSF	577	25	15	10	68	34	34
			Multifamily Residential (220)	236 DU	1,588	96	23	73	122	77	45
				Total:	2,517	173	83	90	243	120	123
14	Riverwalk	Menifee	Multifamily Residential (220)	199 DU	1,351	85	20	65	106	67	39
Total Cumulative Project Trips					**80,352**	**4,192**	**2,069**	**2,124**	**7,273**	**3,717**	**3,557**

Note: all volumes are in passenger car equivalents (PCE's)
SBC = San Bernardino County; KSF = Thousand Square Feet; VFP = Vehical Fuel Pump; DU=Dwelling Unit
*Hotel Land use assumes 20 rooms per floor.

Traffic from these 14 cumulative projects were distributed onto the roadway network and the study intersections and roadway segments. **Exhibit 14** shows the cumulative project only daily and AM/PM peak hour traffic volumes.



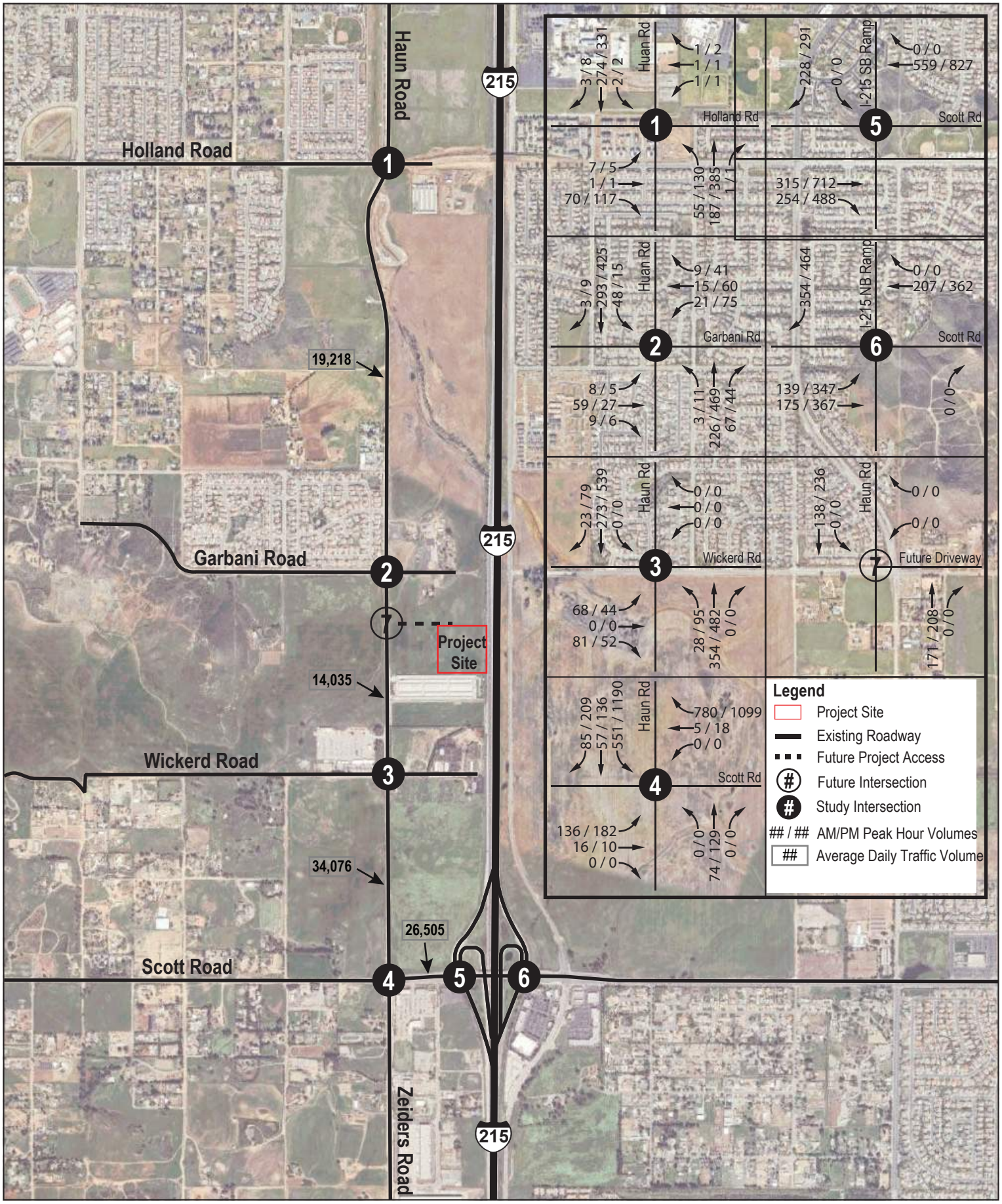
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Not to Scale

Cumulative Project Location Map

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Exhibit 13



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Exhibit 14

7.2 OPENING YEAR 2026 WITHOUT PROJECT PEAK HOUR INTERSECTION LOS

Traffic volumes for the Opening Year 2026 Without Project scenario were derived by adding cumulative project traffic to existing plus ambient growth traffic. A 2.0% annual ambient growth rate to account for population, household and employment growth within the City of Menifee was applied to the existing daily, AM and PM peak hour traffic volumes for two years (2024 to 2026) from existing counts to the projects opening year i.e. representing a total 4% growth.

Exhibit 15 shows the Opening Year 2026 Without Project AM/PM peak hour traffic volumes at the study intersections. **Table 14** summarizes the Opening Year 2026 Without Project AM and PM peak hour levels of service for all study intersections. Detailed analysis sheets are contained in **Appendix E**.

TABLE 14 – OPENING YEAR 2026 WITHOUT PROJECT AM/PM PEAK HOUR INTERSECTION LOS

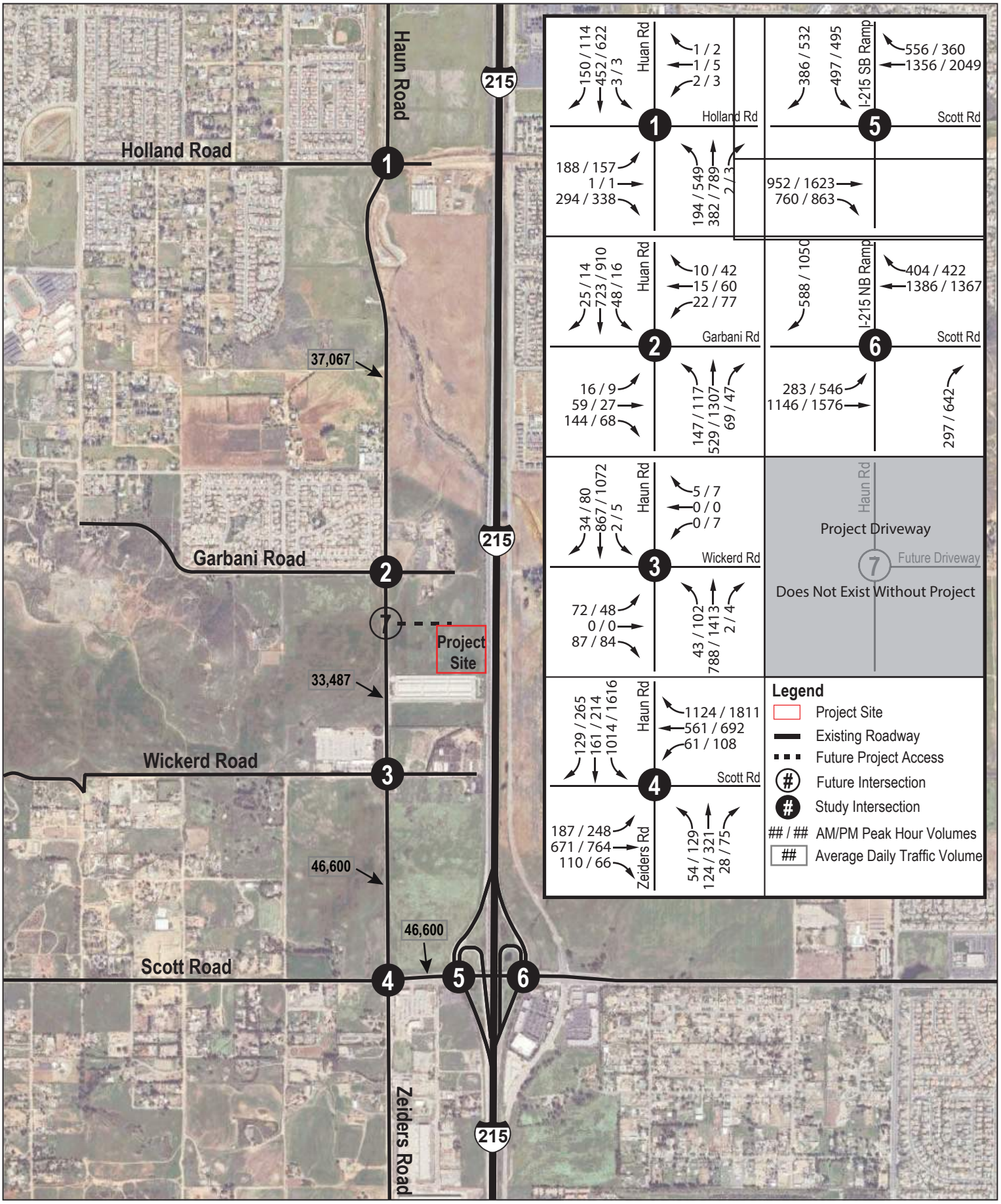
Study Intersection	Traffic Control	Opening Year 2026 Without Project	
		AM	PM
		Delay[1] LOS	Delay[1] LOS
1 - Haun Road & Holland Road	AWSC	**95.8 - F**	**>300.0 - F**
2 - Haun Road & Garbani Road	TWSC	**>300.0 - F**	**>300.0 - F**
3 - Haun Road & Wickerd Road	TWSC	**>300.0 - F**	**>300.0 - F**
4 - Haun Road & Scott Road	Signal	**>300.0 - F**	**>300.0 - F**
5 - Scott Road & I-215 SB Ramps	Signal	16.5 - B	33.3 - C
6 - Scott Road & I-215 NB Ramps	Signal	22.8 - C	**55.2 - E**
7 - Haun Road & Project Driveway	OWSC	**Does Not Exist Without Project**	

Note: Deficient intersection operation indicated in **bold**.
[1] Delay is expressed in seconds per vehicle.
LOS = level of service.
OWSC = One Way Stop Control
TWSC = Two Way Stop Control
AWSC = All Way Stop Control

As shown in **Table 14**, the following study intersections are forecast to operate at a deficient level of service (E or F) for Opening Year 2026 Without Project conditions:

- Haun Road & Holland Road (Int. 1) — LOS F in the AM and PM Peak Hour
- Haun Road & Garbani Road (Int. 2) — LOS F in the AM and PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) — LOS F in the AM and PM Peak Hour
- Haun Road & Scott Road (Int. 4) — LOS F in the AM and PM Peak Hour
- Scott Road & I-215 NB Ramps (Int. 6) — LOS E in the PM Peak Hour

Since the intersection at Scott Road & I-215 NB Ramps located near I-215 interchange, “E” is considered acceptable LOS.



Opening Year 2026 without Project

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Exhibit 15

7.3 OPENING YEAR 2026 WITHOUT PROJECT ROADWAY SEGMENT LOS

Daily traffic from the 14 cumulative projects were added to existing daily traffic volumes with the 4% ambient growth rate at the study roadway segments to derive the Opening Year 2026 Without Project daily traffic volumes.

Table 15 presents the roadway segment LOS analysis for the Opening Year 2026 Without Project condition. As shown, all of the study segments are forecast to operate at an unacceptable LOS F.

TABLE 15 – OPENING YEAR 2026 WITHOUT PROJECT ROADWAY SEGMENT LOS

Roadway	Segment	No. Lanes	Classification	LOS E Capacity	Opening Year 2026 Without Project		
					ADT	V/C	LOS
Haun Road	Holland Road to Garbani Road	2	Collector	13,000	37,067	**2.85**	**F**
	Garbani Road to Wickerd Road	2	Collector	13,000	33,487	**2.58**	**F**
	Wickerd Road to Scott Road	2	Collector	13,000	54,171	**4.17**	**F**
Scott Road	Haun Road to I-215 NB Ramps	4	Arterial	37,000	62,229	**1.68**	**F**

Note: Deficient roadway segment operation indicated in **bold**.

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

8 OPENING YEAR 2026 PLUS PROJECT CONDITIONS

8.1 OPENING YEAR 2026 PLUS PROJECT INTERSECTION ANALYSIS

Traffic volumes for the Opening Year 2026 Plus Project scenario were derived by adding Project traffic to Opening Year 2026 Without Project traffic. **Exhibit 16** shows the Opening Year 2026 Plus Project daily and AM/PM peak hour traffic volumes at the study intersections.

Table 16 compares the Opening Year 2026 Without Project LOS to the Opening Year 2026 Plus Project AM and PM peak hour LOS for all study intersections. Detailed analysis sheets are contained in **Appendix F**.

TABLE 16 – OPENING YEAR 2026 WITHOUT & PLUS PROJECT AM/PM PEAK HOUR INT LOS

Study Intersection	Traffic Control	Opening Year 2026 Without Project Conditions				Opening Year 2026 Plus Project Conditions				Project Trips		Fair Share Required ?
		AM		PM		AM		PM				
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	AM	PM	
1 - Haun Road & Holland Road	AWSC	**95.8**	**F**	**>300.0**	**F**	**98.7**	**F**	**>300.0**	**F**	18	175	**YES**
2 - Haun Road & Garbani Road	TWSC	**>300.0**	**F**	**>300.0**	**F**	**>300.0**	**F**	**>300.0**	**F**	20	187	**YES**
3 - Haun Road & Wickerd Road	TWSC	**>300.0**	**F**	**>300.0**	**F**	**>300.0**	**F**	**>300.0**	**F**	47	437	**YES**
4 - Haun Road & Scott Road	Signal	**>300.0**	**F**	**>300.0**	**F**	**>300.0**	**F**	**>300.0**	**F**	47	425	**YES**
5 - Scott Road & I-215 SB Ramps	Signal	16.5	B	33.3	C	17.7	B	42.2	D	-	-	NO
6 - Scott Road & I-215 NB Ramps	Signal	22.8	C	**55.2**	**E**	23.2	C	**68.0**	**E**	20	187	NO
7 - Haun Road & Project Driveway	OWSC	Does Not Exist Without Project				28.5	D	**>300.0**	**F**	68	625	**YES**

Note: Deficient intersection operation indicated in **bold**.
[1] Delay is expressed in seconds per vehicle.
LOS = level of service.
OWSC = One Way Stop Control
TWSC = Two Way Stop Control
AWSC = All Way Stop Control

As shown in **Table 16**, six out of the seven study intersections are forecast to operate at a deficient level of service (E or F) under Opening Year 2026 Without and With Project Conditions in the AM and PM peak hour:

- Haun Road & Holland Road (Int. 1) — LOS F in the AM and PM Peak Hour
- Haun Road & Garbani Road (Int. 2) — LOS F in the AM and PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) — LOS F in the AM and PM Peak Hour
- Haun Road & Scott Road (Int.4) — LOS F in the AM and PM Peak Hour
- Scott Road & I-215 NB Ramps (Int. 6) — LOS E in the PM Peak Hour
- Haun Road & Project Driveway (Int. 7) — LOS F in the PM Peak Hour

According to the City's Guidelines, a fair share contribution is required if the following criteria apply:

c.) Acceptable LOS pre-Project (without project) and the addition of Project trips results in unacceptable LOS E or F;
d.) Pre-project condition is LOS E or F and the Project adds 50 or more peak hour trips to the intersection or roadway segment.

At Haun Road & Holland Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 18 AM and 175 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

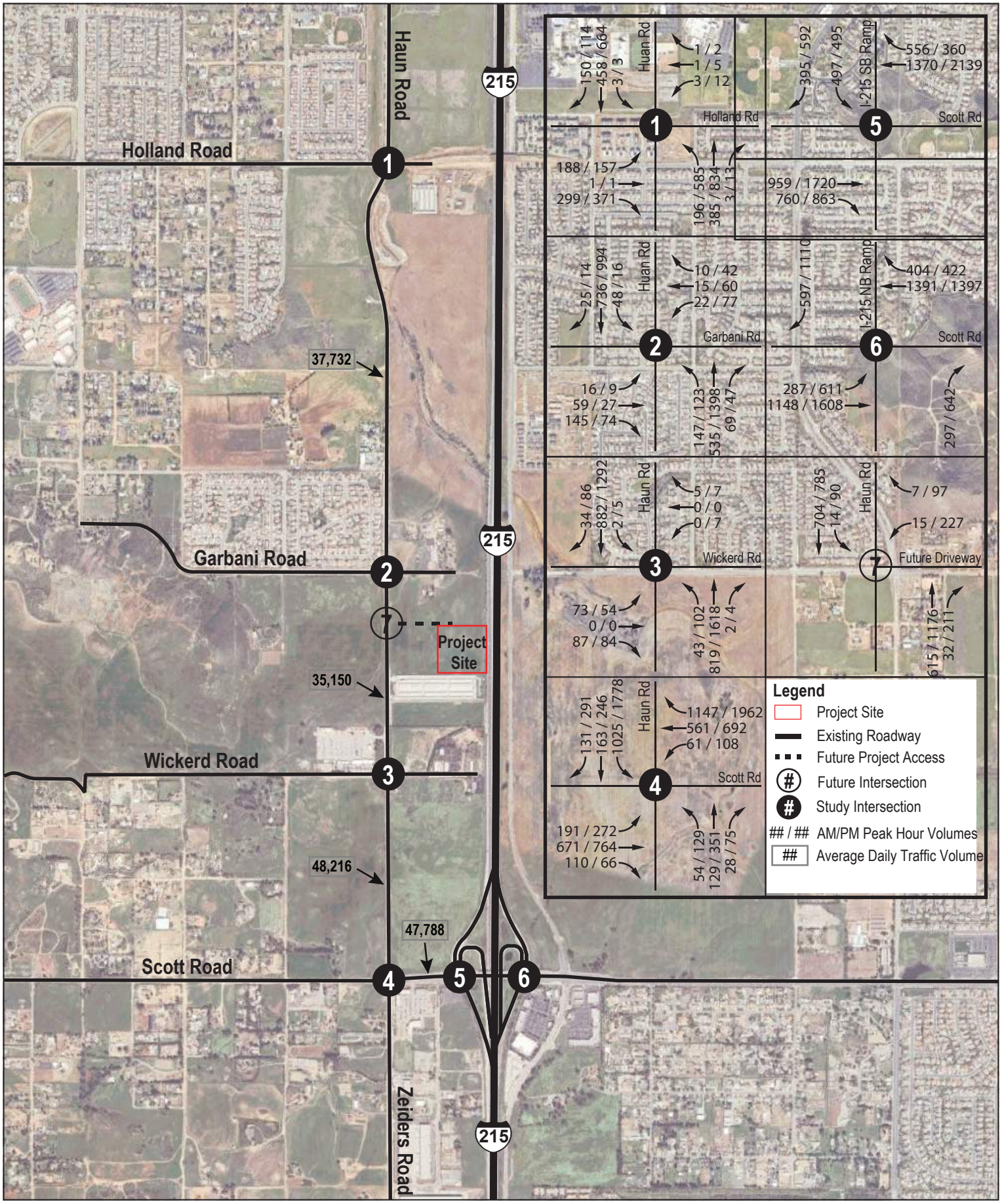
At Haun Road & Garbani Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 20 AM and 187 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Wickerd Road, the LOS under Opening Year 2026 without and with Project conditions is "F" during the AM peak hour; LOS C and D respectively during the PM peak hour and there are 437 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Scott Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 425 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Project Driveway, since the project driveway does not exist without project, there is no associated LOS. However, the LOS under Opening Year 2026 with Project condition is "F" during the PM peak hour, the addition of Project trips results in unacceptable LOS. Therefore, a fair share contribution is required.

Since the intersection at Scott Road & I-215 NB Ramps located near I-215 interchange, "E" is considered acceptable LOS. Even though the LOS under Opening Year 2026 without and with Project conditions is "E" during PM peak hour at this intersection, no fair share contribution is required.



Opening Year 2026 Plus Project

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Exhibit 16

8.2 OPENING YEAR 2026 PLUS PROJECT ROADWAY SEGMENT LOS

Opening Year 2026 Plus Project daily traffic volumes were derived by adding Project Only daily traffic to the Opening Year 2026 Without Project daily traffic volumes.

Table 17 presents the roadway segment LOS analysis for the Opening Year 2026 Without and with Project condition. As shown, all of the study segments are forecast to operate at a deficient level of service (E or F). Therefore, a fair share contribution is required on all study roadway segments.

TABLE 17 – OPENING YEAR 2026 WITHOUT & PLUS PROJECT ROADWAY SEGMENT LOS COMPARISON

Roadway	Segment	Classification	LOS E Capacity	Opening Year 2026 Without Project			Opening Year 2026 Plus Project			Project Trips		Fair Share Required?
				ADT	V/C	LOS	ADT	V/C	LOS	AM	PM	
Haun Road	Holland Road to Garbani Road	Collector	13,000	37,067	**2.85**	**F**	37,732	**2.90**	**F**	13	91	**YES**
	Garbani Road to Wickerd Road	Collector	13,000	33,487	**2.58**	**F**	35,150	**2.70**	**F**	32	220	**YES**
	Wickerd Road to Scott Road	Collector	13,000	54,171	**4.17**	**F**	55,787	**4.29**	**F**	32	220	**YES**
Scott Road	Haun Road to I-215 NB Ramps	Arterial	37,000	62,229	**1.68**	**F**	63,417	**1.71**	**F**	23	162	**YES**

Note: Deficient roadway segment operation indicated in **bold**.

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

As shown in **Table 17**, for all study roadway segments, the LOS analysis for the Opening Year 2026 without and with Project conditions is "F" and the PM peak hour Project trips added to this location is exceeding the 50 trip threshold. Therefore, a fair share contribution is required for all study roadway segments.

9 CIRCULATION AND ACCESS EVALUATION

This section discusses the proposed dedicated northbound right-turn lane, southbound left-turn lane, and westbound left-turn lane at Haun Road and Project Driveway. In this report, all Project traffic is assumed to enter and exit via the access on Haun Road, as this is the only desinated access to the project site.

Proposed Turn Lanes at Haun Road & Project Driveway

The proposed driveway to the Project site on Haun Road is designed to be located approximately 650 feet south of Garbani Road. Haun Road currently provides two travel lanes (one lane in each direction), while is ultimately classified as a four-lane Major roadway per the City's General Plan. At Haun Road & Project driveway, approximately 32 AM and 211 PM peak hour trips are assumed to make a right-turn movement in the northbound approach. An estimated 14 AM and 90 PM peak hour trips are expected to make a left-turn from the southbound approach, while about 15 AM and 227 PM peak hour trips are anticipated to make a left-turn from the westbound approach. In order to provide adequate storage for vehicles in the dedicated turn lanes, a minimum of 200-foot turn pocket with taper is recommended per the queuing analysis below. The turn lanes will need to meet the City's roadway design standard. The striping, signage and storage lane with taper will be designed in accordance with the City's Road Design Standards and to the satisfaction of the City Engineer.

Queuing Analysis

A queuing analysis was conducted at the Project driveway on Haun Road to determine the storage length needed for proposed turn lanes. The queuing analysis focuses on Haun Road & Project Driveway for the proposed northbound right-turn lane, southbound left-turn lane, and westbound left-turn lane. This analysis provides a basis for estimating future turn pocket storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would occur on 5 percent of the signal cycles. Therefore, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded about 5 percent of the time.

Table 18 presents the queuing analysis at Haun Road & Project driveway under Existing Plus Project and Opening Year 2026 Plus Project conditions. The queue analysis indicates that the 95th percentile queue for both northbound right-turn and southbound left-turn movement is less than or equal to one vehicle i.e. less than 25 feet. Therefore, a storage length of 200 feet is more than adequate to accommodate two or three vehicles in the turn lane. Adquate storage is typically provided for the everyday traffic of the fitness center. The majority of the events are planned on the weekend. Therefore, the 200-foot storage length is more than adequate. Although there is no queue reported for the northbound right-turn lane, this deceleration lane is recommended to allow the vehicles to manuover out of the through lanes, reducing travel speed into the project site and reduce congestion along Haun Road.

TABLE 18 – INTERSECTION QUEUING ANALYSIS

Movement	No. Lanes	Storage Length Per Lane (ft)	Peak Hour Volume		95th % Queue (veh) [1]		Adequate Proposed Storage?
			AM	PM	AM	PM	
EXISTING PLUS PROJECT CONDITIONS							
Haun Road & Project Driveway (Int. 7)							
NB Right Turn	1	200	32	211	0 veh	0 veh	**YES**
SB Left Turn	1	200	14	90	0 veh	1 veh	**YES**
WB Left Turn	1	200	15	227	1 veh	21 veh	**YES***
OPENING YEAR 2026 PLUS PROJECT CONDITIONS							
Haun Road & Project Driveway (Int. 7)							
NB Right Turn	1	200	32	211	0 veh	0 veh	**YES**
SB Left Turn	1	200	14	90	1 veh	1 veh	**YES**
WB Left Turn	1	200	15	227	1 veh	26 veh	**YES***

[1] Synchro reports the average queue in number of vehicles. Queue Length assumes 25 feet per vehicle.

* Adequate storage is provided, except when weekday events occur.

10 FINDINGS AND RECOMMENDATIONS

This study evaluates traffic conditions that include AM and PM peak hour intersections level of service (LOS) analysis and roadway segment volume-to-capacity (v/c) analysis. According to the *City's LOS Traffic Study Guidelines* revised October 2020, the City has identified LOS D as the threshold for acceptable operating conditions for intersections and roadway segments, except at constrained located in close proximity to Interstate 215 (I-215), where LOS E is accepted during peak hours. The results of the LOS analysis is as follows:

Existing Conditions – The results of the Existing conditions analysis show that half of study intersections are currently operating at an acceptable level of service (LOS D or better) under existing conditions. However, during the PM peak hour, the intersection of Haun Road & Holland Road operates at LOS E, while both Haun Road & Garbani Road and Haun Road & Scott Road operate at LOS F. In addition, the study roadway segment on Scott Road currently operates at LOS E, while the rest of the study roadway segments on Haun Road currently operate at LOS F.

Existing Plus Project Conditions – The results of the Existing Plus Project conditions analysis shows that five out of the seven study intersections are operating at a deficient level of service (E or F) under Existing Plus Project Conditions in the AM and PM peak hour:

- Haun Road & Holland Road (Int. 1) LOS F in the PM Peak Hour
- Haun Road & Garbani Road (Int. 2) LOS F in the PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) LOS F in the PM Peak Hour
- Haun Road & Scott Road (Int.4) LOS F in the PM Peak Hour
- Haun Road & Project Driveway (Int. 7) LOS F in the PM Peak Hour

Since the Project adds more than 50 peak hour trips to the intersection that's operating deficiently (LOS E or F), a fair share contribution is required to improve the intersection. The improvements are identified in **Table 19**. The LOS of proposed mitigation is included, as well as associated fair share contribution both with events and without events. There are no improvements required for the I-215 northbound and southbound ramps at Scott Road.

TABLE 19 – EXISTING PLUS PROJECT WITHOUT & WITH MITIGATION SUMMARY

Study Intersection	Existing Traffic Control	Existing Plus Project (WITHOUT MITIGATION)		Recommended Improvements	Proposed Traffic Control	Existing Plus Project (WITH MITIGATION)		Fair Share Contribution (With Events)		Fair Share Contribution (Without Events)	
		AM	PM			AM	PM				
		Delay[1] - LOS	Delay[1] - LOS			Delay[1] - LOS	Delay[1] - LOS	AM	PM	AM	PM
1 - Huan Road & Holland Road	AWSC	14.9 - B	**91.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	16.1 - B	22.0 - C	4.7%	25.2%	4.7%	7.3%
2 - Huan Road & Garbani Road	TWSC	22.0 - C	**98.4 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	14.9 - B	13.5 - B	5.4%	27.1%	5.4%	7.9%
3 - Huan Road & Wickerd Road	TWSC	22.6 - C	**98.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in EB approach.**	**Signal**	9.3 - A	10.0 - B	6.7%	32.3%	6.7%	9.8%
4 - Huan Road & Scott Road	Signal	32.9 - C	**98.4 - F**	**In the SB approach, widen to provide dual left-turn lanes and 1 thru-shared right-turn lane; In the WB approach, widen to provide dual right-turn lanes with overlap phasing.**	**Signal**	28.0 - C	39.6 - D	3.8%	20.4%	3.8%	5.6%
5 - Scott Road & I-215 SB On/Off Ramps	Signal	11.8 - B	13.9 - B	**No improvements required.**	**Signal**	11.6 - B	13.6 - B	N/A	N/A	N/A	N/A
6 - Scott Road & I-215 NB On/Off Ramps	Signal	15.0 - C	26.6 - C	**No improvements required.**	**Signal**	15.0 - C	24.9 - C	N/A	N/A	N/A	N/A
7 - Huan Road & Project Driveway #1	OWSC	18.5 - C	**>300.0 - F**	**Install new traffic signal. Provide a dedicated SB left-turn lane and dedicated NB right-turn lane.**	**Signal**	4.1 - A	10.5 - B	N/A	100.0%	N/A	100.0%

Deficient intersection operation indicated in **bold**.
[1] Average seconds of delay per vehicle.
LOS = level of service.
AWSC = All Way Stop Control
TWSC = Two-Way Stop Control
OWSC = One-Way Stop Control

With an exception for the roadway segment on Scott Road, the LOS for all study roadway segments without and with Project conditions is "F" and the PM peak hour Project trips added to this location is exceeding the 50 trip threshold. Therefore, a fair share contribution is required for all study roadway segments on Haun Road. **Table 20** presents the LOS for roadway segement with proposed mitigation.

TABLE 20 – EXISTING PLUS PROJECT ROADWAY SEGMENT ANALYSIS WITH MITIGATION

Roadway	Segment	No. Lanes	Classification	LOS E Capacity	Existing Plus Project (WITH MITIGATION)			Fair Share Contribution (With Events)	Fair Share Contribution (Without Events)
					ADT	V/C	LOS		
Haun Road	Holland Road to Garbani Road	4	Major	34,100	17,827	0.52	C	4.6%	2.8%
	Garbani Road to Wickerd Road	4	Major	34,100	20,367	0.60	C	18.4%	11.9%
	Wickerd Road to Scott Road	4	Major	34,100	20,938	0.61	C	8.1%	5.0%
Scott Road	Haun Road to I-215 NB Ramps	6	Urban Arterial	56,300	35,538	0.63	C	N/A	N/A

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

Opening Year 2026 Without Project Conditions – The results of the Opening Year 2026 Without Project conditions analysis shows that the following study intersections are forecast to operate at a deficient level of service (E or F) :

- Haun Road & Holland Road (Int. 1) LOS F in the AM and PM Peak Hour
- Haun Road & Garbani Road (Int. 2) LOS F in the AM and PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) LOS F in the AM and PM Peak Hour
- Haun Road & Scott Road (Int. 4) LOS F in the AM and PM Peak Hour

All study segments are forecast to operate at an unaccept LOS F under Opening Year 2026 Without Project conditions.

Opening Year 2026 Plus Project Conditions - With the addition of project-related traffic, six out of the seven study intersections are forecast to operate at a deficient level of service (E or F):

- Haun Road & Holland Road (Int. 1) LOS F in the AM and PM Peak Hour
- Haun Road & Garbani Road (Int. 2) LOS F in the AM and PM Peak Hour
- Haun Road & Wickerd Road (Int. 3) LOS F in the AM and PM Peak Hour
- Haun Road & Scott Road (Int.4) LOS F in the AM and PM Peak Hour
- Haun Road & Project Driveway (Int. 7) LOS F in the PM Peak Hour

At Haun Road & Holland Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 18 AM and 175 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Garbani Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 20 AM and 187 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Wickerd Road, the LOS under Opening Year 2026 without and with Project conditions is "F" during the AM peak hour; LOS C and D respectively during the PM peak hour and there are 437 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Scott Road, the LOS under Opening Year 2026 without and with Project conditions is "F" and there are 425 PM peak hour Project trips added to this location i.e. exceeds the 50 trip threshold. Therefore, a fair share contribution is required.

At Haun Road & Project Driveway, since the project driveway does not exist without project, there is no associated LOS. However, the LOS under Opening Year 2026 with Project condition is "F" during the PM peak hour, the addition of Project trips results in unacceptable LOS. Therefore, a fair share contribution is required.

The improvements are identified in **Table 21**, as well as the LOS with proposed mitigation. Fair share is required with events and without events. There are no improvements required for the I-215 northbound and southbound ramps at Scott Road. **Appendix G** contains the Existing Plus Project and Opening Year 2026 Plus Project (With Mitigation) Synchro worksheets.

TABLE 21 – OPENING YEAR 2026 PLUS PROJECT WITHOUT & WITH MITIGATION SUMMARY

Study Intersection	Existing Traffic Control	Opening Year 2026 Conditions Plus Project (WITHOUT MITIGATION)		Recommended Improvements	Proposed Traffic Control	Opening Year 2026 Plus Project (WITH MITIGATION)		Fair Share Contribution (With Events)		Fair Share Contribution (Without Events)	
		AM	PM			AM	PM				
		Delay[1] - LOS	Delay[1] - LOS			Delay[1] - LOS	Delay[1] - LOS	AM	PM	AM	PM
1 - Huan Road & Holland Road	AWSC	**95.8 - F**	**>300.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	22.1 - C	36.5 - D	4.7%	25.2%	4.7%	7.3%
2 - Huan Road & Garbani Road	TWSC	**>300.0 - F**	**>300.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in WB approach.**	**Signal**	33.0 - C	49.0 - D	5.4%	27.1%	5.4%	7.9%
3 - Huan Road & Wickerd Road	TWSC	**>300.0 - F**	**>300.0 - F**	**Install Traffic Signal, add one NB and SB Thru lane, provide one dedicated LT lane and 1 thru-shared right-turn lane in EB approach.**	**Signal**	14.9 - B	28.5 - C	6.7%	32.3%	6.7%	9.8%
4 - Huan Road & Scott Road	Signal	**>300.0 - F**	**>300.0 - F**	**In the SB approach, widen to provide dual left-turn lanes and 1 thru-shared right-turn lane; In the WB approach, widen to provide dual right-turn lanes with overlap phasing.**	**Signal**	30.8 - C	**73.1 - E**	3.8%	20.4%	3.8%	5.6%
5 - Scott Road & I-215 SB On/Off Ramps	Signal	17.7 - B	42.2 - C	**No improvements required.**	**Signal**	17.7 - B	42.2 - D	N/A	N/A	N/A	N/A
6 - Scott Road & I-215 NB On/Off Ramps	Signal	23.2 - C	**68.0 - E**	**No improvements required.**	**Signal**	23.2 - C	**68.0 - E**	N/A	N/A	N/A	N/A
7 - Huan Road & Project Driveway #1	OWSC	28.5 - D	**>300.0 - F**	**Install new traffic signal. Provide a dedicated SB left-turn lane and dedicated NB right-turn lane.**	**Signal**	4.3 - A	11.3 - B	N/A	100.0%	N/A	100.0%

Deficient intersection operation indicated in **bold**.
[1] Average seconds of delay per vehicle.
LOS = level of service.
AWSC = All Way Stop Control
TWSC = Two-Way Stop Control
OWSC = One-Way Stop Control

All of the study segments are forecast to operate at a deficient level of service (E or F) under Opening Year 2026 Plus Project conditions, and the PM peak hour Project trips added to this location is exceeding the 50 trip threshold. Therefore, a fair share contribution is required for all study roadway segments. **Table 4** presents the LOS for roadway segement with proposed mitigation. Fair share is required with events and without events.

TABLE 22 – OPENING YEAR 2026 PLUS PROJECT ROADWAY SEGMENT ANALYSIS WITH MITIGATION

Roadway	Segment	No. Lanes	Classification	LOS E Capacity	Opening Year 2026 Plus Project (WITH MITIGATION)			Fair Share Contribution (With Events)	Fair Share Contribution (Without Events)
					ADT	V/C	LOS		
Haun Road	Holland Road to Garbani Road	4	Major	34,100	31,523	**0.92**	**E**	4.6%	2.8%
	Garbani Road to Wickerd Road	4	Major	34,100	27,722	0.81	D	18.4%	11.9%
	Wickerd Road to Scott Road	4	Major	34,100	39,186	**1.15**	**F**	8.1%	5.0%
Scott Road	Haun Road to I-215 NB Ramps	6	Urban Arterial	56,300	50,357	0.89	D	7.4%	4.6%

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

10.1 VEHICLE MILES TRAVELED

To satisfy CEQA, a VMT screening assessment and analysis was prepared for the Project under a separate memorandum.

Michael Baker
INTERNATIONAL

Appendix A:
TIA Scoping Agreement

ATTACHMENT A

SCOPING AGREEMENT FOR TRAFFIC STUDY

This letter acknowledges the City Menifee Engineering Department requirements for the traffic study of the following project. The analysis must follow the latest City Traffic Study Guidelines dated October 2020

Case No. PLN23-0150
Related Cases -
SP No. -
EIR No. -
GPA No. -
CZ No. -
Project Name: Fitwell Health Project
Project Location: Haun Road between Garbani Road and Wickerd Road
Project Description: The project consists of a mixed-use development and includes a 69,618 square-foot building with a fitness center, multipurpose center, and museum as well as a 16,616 square foot office building. The office building will be developed at a later phase and this assessment is for the fitness center only. APN 360-350-014

	Consultant	Developer
Name:	Michael Baker International	Fitwell Realty Co.
Address:	40810 County Center Dr. Ste 200 Temecula, CA 92591	28507 Lilac Ct. Murrieta, CA 92563
Telephone:	(619) 456-1410	(949) 842-6155

A. Trip Generation Source: ITE *Trip Generation Manual,* most recent edition

Existing Land Use	Agricultural	Proposed Land Use	Fitness Center, Event Center, Museum, Office
Existing Zoning Total Daily Trips	Economic Development Corridor - Community Core (EDC-CC)	Proposed Zoning	Economic Development Corridor - Community Core (EDC-CC)

	In	Out	Total
AM Trips	See Attached Trip Gen Table		
PM Trips			

Internal Trip Allowance: ☒ Yes ☐ No (25% (Office) % Trip Discount)

Pass-By Trip Allowance: ☐ Yes ☒ No (% Trip Discount)

(Attach additional sheet if this is a multi-use site with a breakdown of trips generated)

B. Trip Geographic Distribution: N 14 % S 10 % E 13 % W 19 %
(See attached exhibit for detailed assignment) SEE EXHIBIT 2

C. Background Traffic

Project Completion Year: 2026 Annual Ambient Growth Rate: 2 %
Other area projects to be included: - TBD

Please contact the Engineering Department or use the most recently provided data

Model/Forecast methodology if required

D. Horizon Year Analysis: Does this project require a Horizon Year Analysis? ☐ Yes ☒ No

E. Study intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

1. Haun Road / Holland Road
2. Haun Road / Garbani Road
3. Haun Road / Wickerd Road
4. Haun Road / Scott Road
5. Scott Road / I-215 NB Ramps
6. Scott Road / I-215 SB Ramps

F. Study Roadway Segments:

A. Haun Road between Holland & Garbani
B. Haun Road between Garbani & Wickerd
C. Haun Road between Wickerd & Scott
D. Scott Road between Haun and 215 NB Ramps

Is this project within any other Agency's Sphere of Influence or one-mile radius of boundaries? ☒ Y☐

es

No

If so, name of Jurisdiction: City of Murrieta, Caltrans

H. Site Plan (please attach a legible 11'X17' copy)

I. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department)

As a unique use, the traffic study will include a detailed trip generation breakdown which will include average daily uses as well as special event breakdown. The study will include a separate chapter to assess "Special Events" conditions (anticipated 35 events/year on weekends only).

Recommended by:

Jacob Swim, TE - Michael Baker International — 8 / 9 / 24

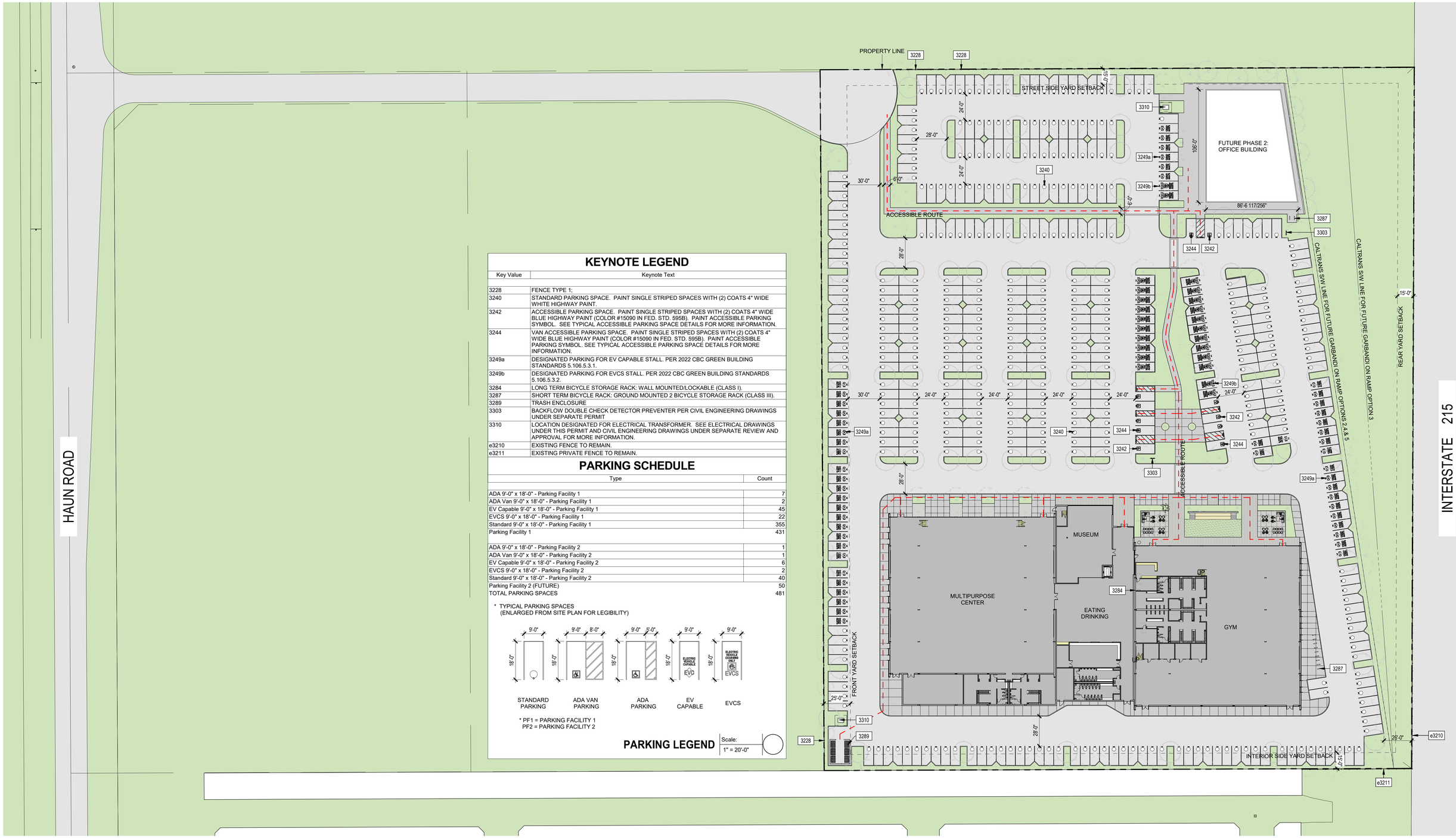
Consultant's Representative — Date

Scoping Agreement Submitted on — Date

Scoping Agreement Resubmitted on — Date

Approved Scoping Agreement:

City of Menifee — Date



KEYNOTE LEGEND

Key Value	Keynote Text
3228	FENCE TYPE 1;
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3303	BACKFLOW DOUBLE CHECK DETECTOR PREVENTER PER CIVIL ENGINEERING DRAWINGS UNDER SEPARATE PERMIT
3310	LOCATION DESIGNATED FOR ELECTRICAL TRANSFORMER. SEE ELECTRICAL DRAWINGS UNDER THIS PERMIT AND CIVIL ENGINEERING DRAWINGS UNDER SEPARATE REVIEW AND APPROVAL FOR MORE INFORMATION.
e3210	EXISTING FENCE TO REMAIN.
e3211	EXISTING PRIVATE FENCE TO REMAIN.

PARKING SCHEDULE

Type	Count
ADA 9'-0" x 18'-0" - Parking Facility 1	7
ADA Van 9'-0" x 18'-0" - Parking Facility 1	2
EV Capable 9'-0" x 18'-0" - Parking Facility 1	45
EVCS 9'-0" x 18'-0" - Parking Facility 1	22
Standard 9'-0" x 18'-0" - Parking Facility 1	355
Parking Facility 1	431
ADA 9'-0" x 18'-0" - Parking Facility 2	1
ADA Van 9'-0" x 18'-0" - Parking Facility 2	1
EV Capable 9'-0" x 18'-0" - Parking Facility 2	6
EVCS 9'-0" x 18'-0" - Parking Facility 2	2
Standard 9'-0" x 18'-0" - Parking Facility 2	40
Parking Facility 2 (FUTURE)	50
TOTAL PARKING SPACES	481

* TYPICAL PARKING SPACES
(ENLARGED FROM SITE PLAN FOR LEGIBILITY)

* PF1 = PARKING FACILITY 1
PF2 = PARKING FACILITY 2

PARKING LEGEND Scale: 1" = 20'-0"

OVERALL SITE PLAN - Sheet View Scale: 1" = 40'-0" (1)

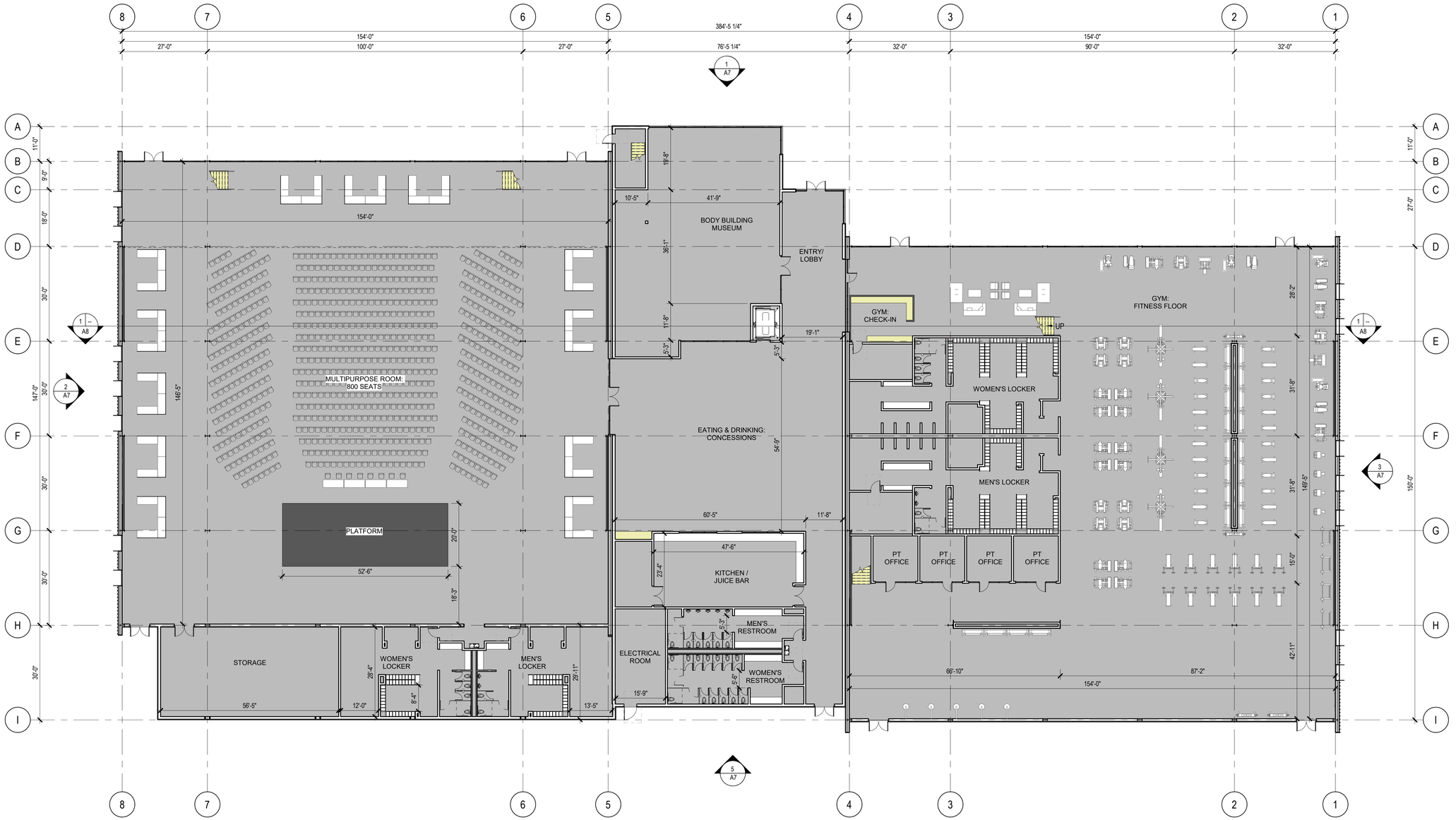
FITWELL HEALTH
Menifee, CA

ENTITLEMENT PACKAGE PLN23-150
Site Plan

Architecture. Design. Relationships.

A3

Scale: As indicated
Job No.: 2018-378
Date: 11/16/23



BUILDING 1 - LEVEL 1 Scale: 1/16" = 1'-0" (1)

FITWELL HEALTH

Menifee, CA

ENTITLEMENT PACKAGE PLN23-150

Level 1 Floor Plan

Architecture. Design. Relationships.

A4

Scale	1/16" = 1'-0"
Job No.	2018-378
Date	11/16/23

ITE Trip Generation Rates

Land Use	ITE Code [1]	Daily Trip Rate	AM Peak Hour Rate			PM Peak Hour Rate		
			Total	In	Out	Total	In	Out
Fitness Center	492	40.53 /KSF	1.32 /KSF	51%	49%	4.05 /KSF	57%	43%
Museum	580	2.76 /KSF	0.28 /KSF	86%	14%	0.28 /KSF	16%	84%
Medical Office	720	36.47 /KSF	2.89 /KSF	79%	21%	3.85 /KSF	16%	84%

[1] Source: ITE Trip Generation Manual, 11th Edition.

Fitwell Health Trip Generation Table

Land Use	Intensity	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
			Total	In : Out	Total	In : Out
Event Center	800 Seats[3]	962	0	0 : 0	481	240 : 241
Fitness Center (1)	23.44 KSF	950	31	16 : 15	95	54 : 41
Museum (1)	3.62 KSF	10	1	1 : 0	1	0 : 1
Medical Office	16.62 KSF	606	48	38 : 10	64	10 : 54
Internal Reductions (2)		-152	-12	-9 : -3	-16	-3 : -13
Total	**43.67 KSF**	**2,376**	**68**	**46 : 22**	**625**	**301 : 324**

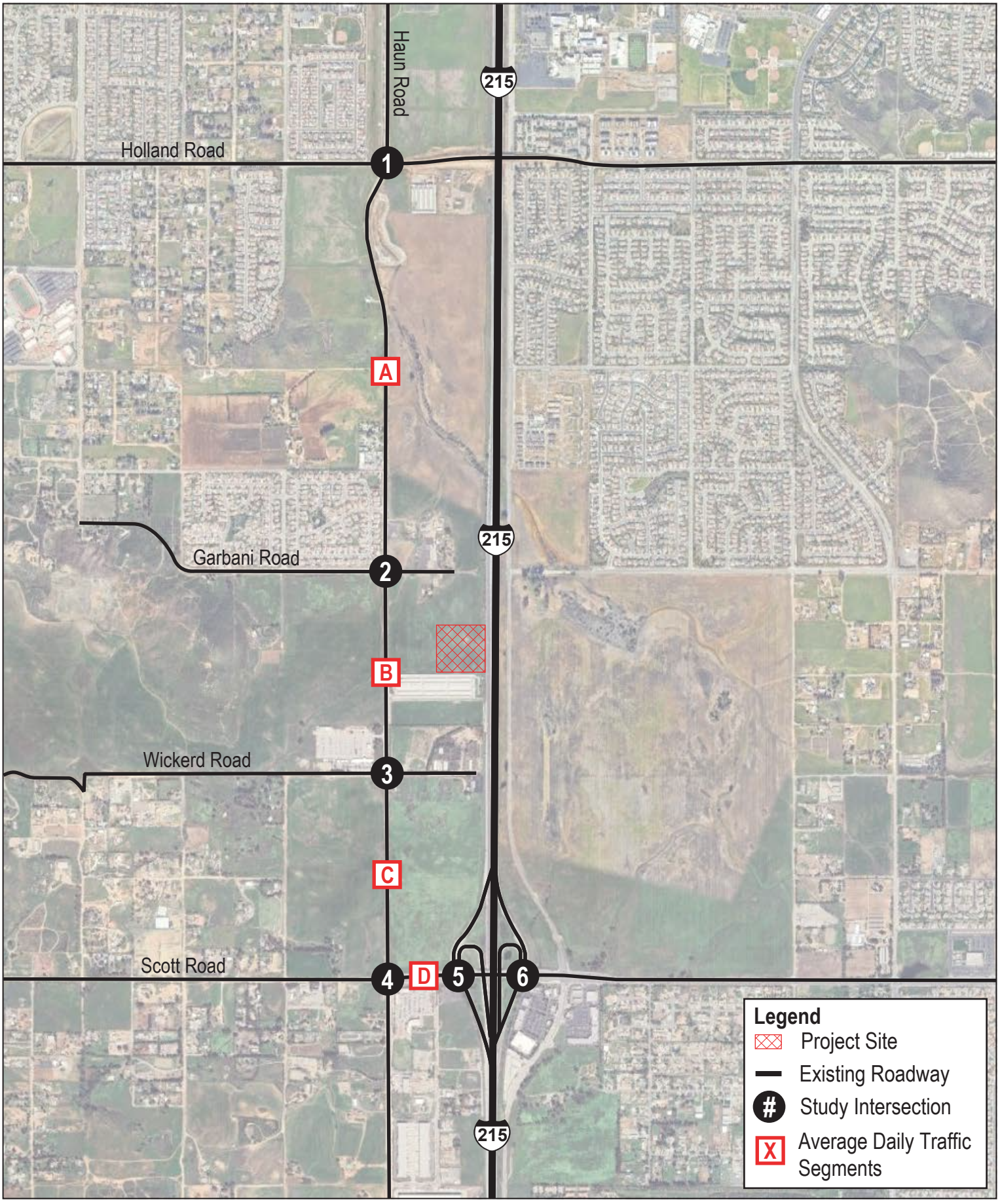
Notes:

KSF = 1,000 SF

(1) Daily trip generation rates not available. Assumes 10% of daily trips occurs during the PM peak hour.

(2) Internal reduction of 25% applied to the office use only.

(3) Total parking to be provided on-site is 481 stalls. Therefore, total daily vehicle trips are based on 2 trips per parking stall (481 x 2 = 962) to account for one inbound and one outbound trip. 50% of the 962 daily trips (i.e. 481) are anticipated to arrive/depart within the PM peak hour. No events are anticipated to occur during the AM peak hour.



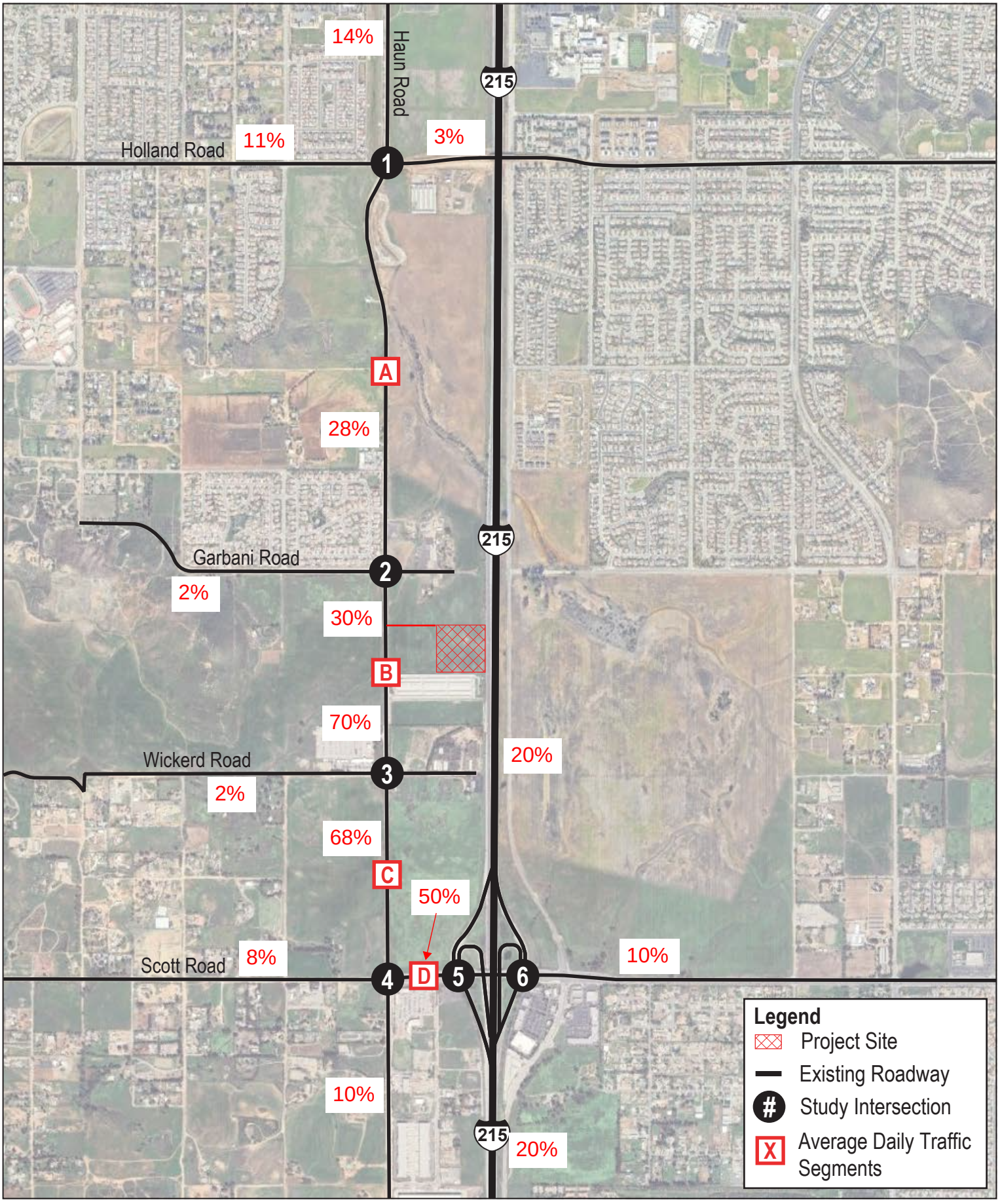
Michael Baker INTERNATIONAL

Not to Scale

May 2024

Study Area

Exhibit 1



Michael Baker INTERNATIONAL

May 2024

Project Distribution Percentages

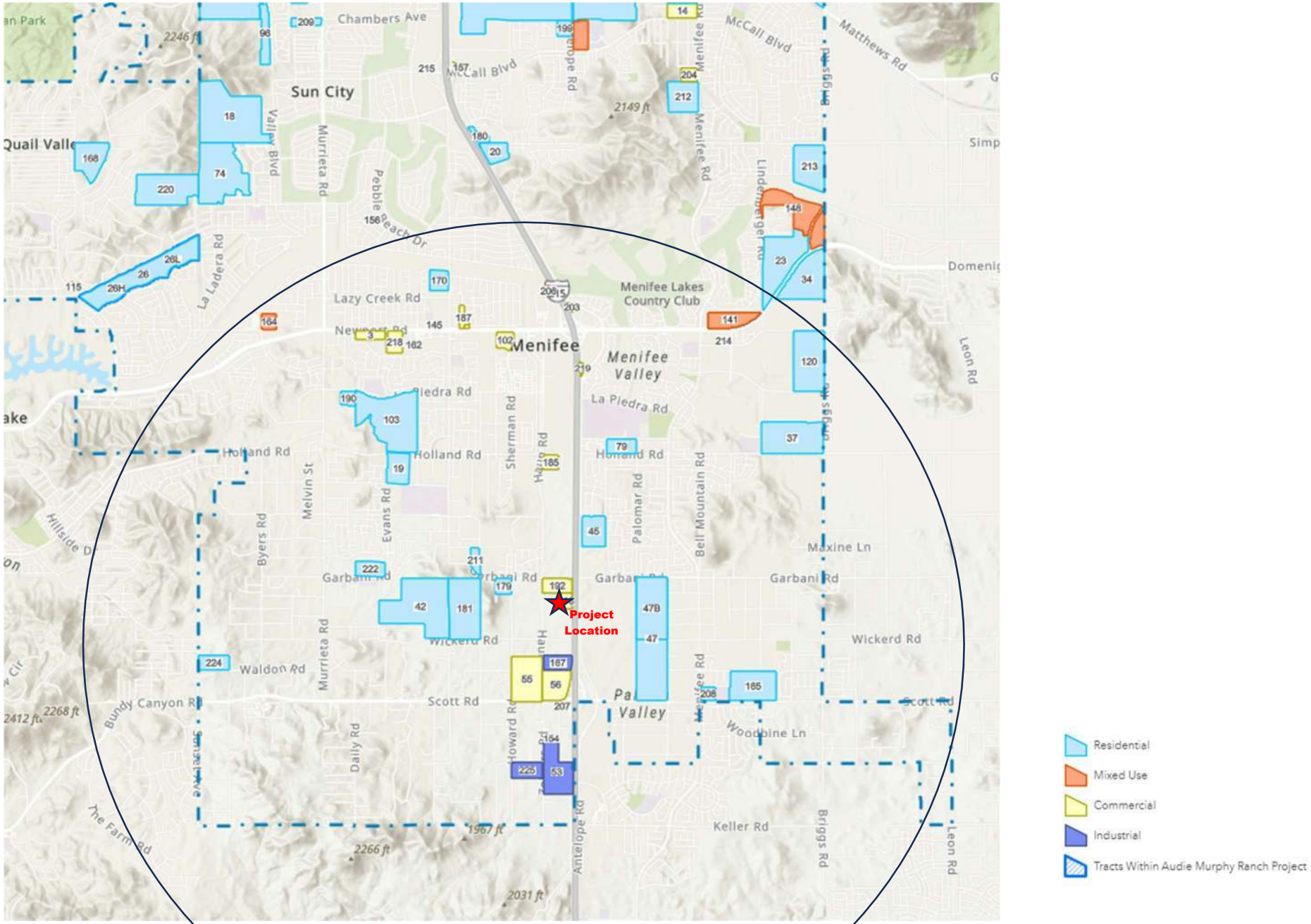
Exhibit **2**

Fitwell Health TIA – List of Cumulative Projects

Project		Location	Land Use	Quantity		Menifee Land Development Map ID
1	Newport and Evans	SE corner of Newport Rd and Evans Rd	Multifamily Residential	326	DU	218
2	Quartz Ranch	NE corner of Evans Rd & Holland Rd	Single Family Residential	379	DU	103
3	Estrella	SE corner of Evans Rd & Holland Rd	Single Family Residential	80	DU	19
4	Golden Meadows	Wickerd Rd & Garbani Rd	Single Family Residential	552	DU	42/181
5	The Junction	NW corner of Scott Rd & Haun Rd	Retail	60.651	KSF	55
			Hotel	85.282	KSF	
			Industrial	709.89	KSF	
6	Walmart	NE corner of Scott Rd & Haun Rd	Retail	240.980	KSF	56
			Quick Serve Restaurants	6.200	KSF	
			Gas Station	2.8	KSF	
			Retail	13.8	KSF	
			Auto Service & Repair	6.680	KSF	
7	Stax Up Storage Facility Expansion	SE corner of Haun Rd and Holland Rd	Storage Facility	19,975	SF	185
8	Garbani South	SW corner of Garbani Rd and Howard Rd	Single Family Residential	33	DU	179
9	Newport Pointe	SW corner or Newport Rd and Evans Rd	Grocery Outlet	18.041	KSF	3
10			Weinersnitzel	1.800	KSF	
			Restaurant/Retail	10.37	KSF	
			Car Wash	4.010	KSF	
			Gym	40.0	KSF	
			Day Care	9.999	KSF	
11	Haun & Garbani	SE corner of Haun Rd and Garbani Rd	Light Manufacturing	291.02	KSF	192
12	Menifee Village SPA	North of Newport Road at Laguna Vista Drive	Mixed Use	27.73	AC	141/147
13	Freedom Business Park	North of Scott Road/I-215 Interchange	Industrial	283.0	KSF	167
14	Garbani & Evans	NW corner of Garbani Road and Evans Road	Single Family Residential	134	DU	222
15	Boulders	NE corner of Normandy Rd & Berea Rd	Office	25.402	KSF	164
			Commercial	8.223	KSF	
			MF Residential	236	DU	
16	Riverwalk	North of Lazy Creek Rd, west of Bradley Rd	MF Residential	199	DU	170

Notes: 1) KSF = Thousand Square Feet; DU = Dwelling Unit

Fitwell Health TIA – List of Cumulative Projects



Approved/Pending Project Radius = 3-Mile

Attachment A: Project Scoping Form

This scoping form shall be completed and submitted to the City of Menifee to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	PLN23-0150
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Fitwell Health Project
Project Address:	Haun Road between Garbani Road and Wickerd Road
Project Opening Year:	2026
Project Description:	The project consists of a mixed-use development and includes a 69,618 square-foot building with a fitness center, multipurpose center, and museum as well as a 16,616 square foot office building. The office building will be developed at a later phase and this assessment is for the fitness center only.
	APN 360-350-014

	Consultant:	**Developer:**
Name:	Michael Baker International	Fitwell Realty Co.
Address:	40810 County Center Dr. Ste 200	28507 Lilac Ct.
	Temecula. CA 92591	Murrieta, CA 92563
Telephone:	(909) 974-4933	(949) 337-9249
Fax/Email:	alicia.gonzalez@mbakerintl.com	

Trip Generation Information:

Trip Generation Data Source: **ITE Trip Generation Manual, 11th Edition**

Current General Plan Land Use:

Agricultural

Proposed General Plan Land Use:

-Fitness Center >5,000 SF (C)
-Event Center - Indoor (P)
-Museum (P)
-Quick Service w/o Drive Thru (P)

Current Zoning:

Economic Development Corridor - Community Core (EDC-CC)

Proposed Zoning:

Economic Development Corridor - Community Core (EDC-CC)

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	See Attached					
PM Trips						

Trip Internalization: [X] Yes [ ] No (25% % Trip Discount) Office Only

Pass-By Allowance: [ ] Yes [X] No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses (see Page 5 of the guidelines related to LOS assessment).

Is the project screened from VMT assessment? [ ] Yes [X] No

VMT screening justification (see Pages 10-12 of the guidelines): _____

Step 1: TPA Screening - The project is not located within a TPA (attachment 1)
Step 2: Low VMT Area - The project is not located within a low VMT area per WRCOG VMT Tool
Step 3: Project Type - The project is forecast to generate more than 110 daily vehicle trips. Therefore the project does not meet the VMT screening criteria.

VMT Analysis Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used WRCOG
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Signatures

TIA Preparer: Jacob Swim (8/9/24) City (Approved by): _____

ITE Trip Generation Rates

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Notes:

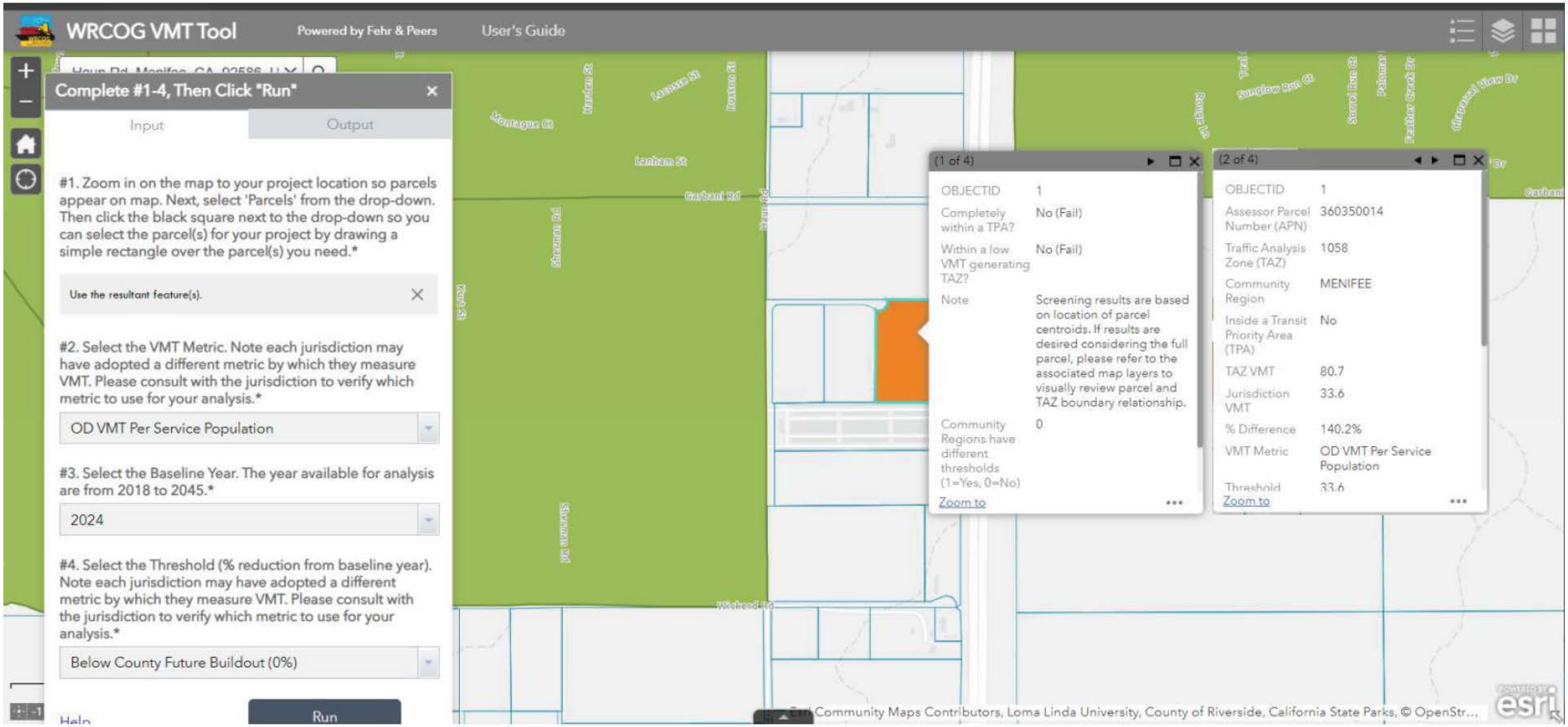
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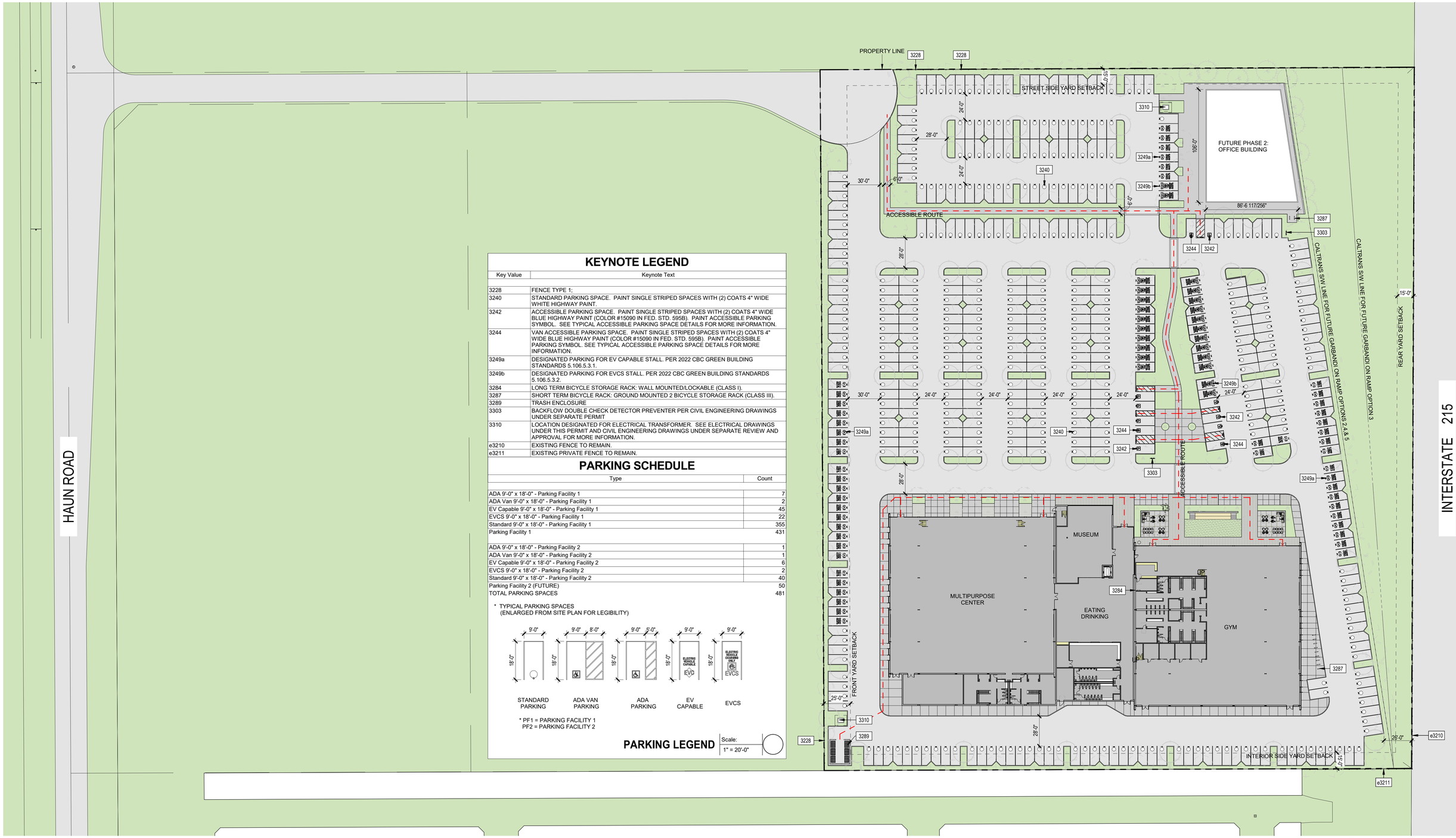
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Attachment 1: WRCOG VMT Screening Tool





KEYNOTE LEGEND

Key Value	Keynote Text
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3242	ACCESSIBLE PARKING SPACE. PAINT SINGLE STRIPED SPACES WITH (2) COATS 4" WIDE BLUE HIGHWAY PAINT (COLOR #15090 IN FED. STD. 595B). PAINT ACCESSIBLE PARKING SYMBOL. SEE TYPICAL ACCESSIBLE PARKING SPACE DETAILS FOR MORE INFORMATION.
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e3210	EXISTING FENCE TO REMAIN.
e3211	EXISTING PRIVATE FENCE TO REMAIN.

PARKING SCHEDULE

Type	Count
ADA 9'-0" x 18'-0" - Parking Facility 1	7
ADA Van 9'-0" x 18'-0" - Parking Facility 1	2
EV Capable 9'-0" x 18'-0" - Parking Facility 1	45
EVCS 9'-0" x 18'-0" - Parking Facility 1	22
Standard 9'-0" x 18'-0" - Parking Facility 1	355
Parking Facility 1	431
ADA 9'-0" x 18'-0" - Parking Facility 2	1
ADA Van 9'-0" x 18'-0" - Parking Facility 2	1
EV Capable 9'-0" x 18'-0" - Parking Facility 2	6
EVCS 9'-0" x 18'-0" - Parking Facility 2	2
Standard 9'-0" x 18'-0" - Parking Facility 2	40
Parking Facility 2 (FUTURE)	50
TOTAL PARKING SPACES	481

* TYPICAL PARKING SPACES
(ENLARGED FROM SITE PLAN FOR LEGIBILITY)

* PF1 = PARKING FACILITY 1
PF2 = PARKING FACILITY 2

PARKING LEGEND Scale: 1" = 20'-0"

OVERALL SITE PLAN - Sheet View Scale: 1" = 40'-0" (1)

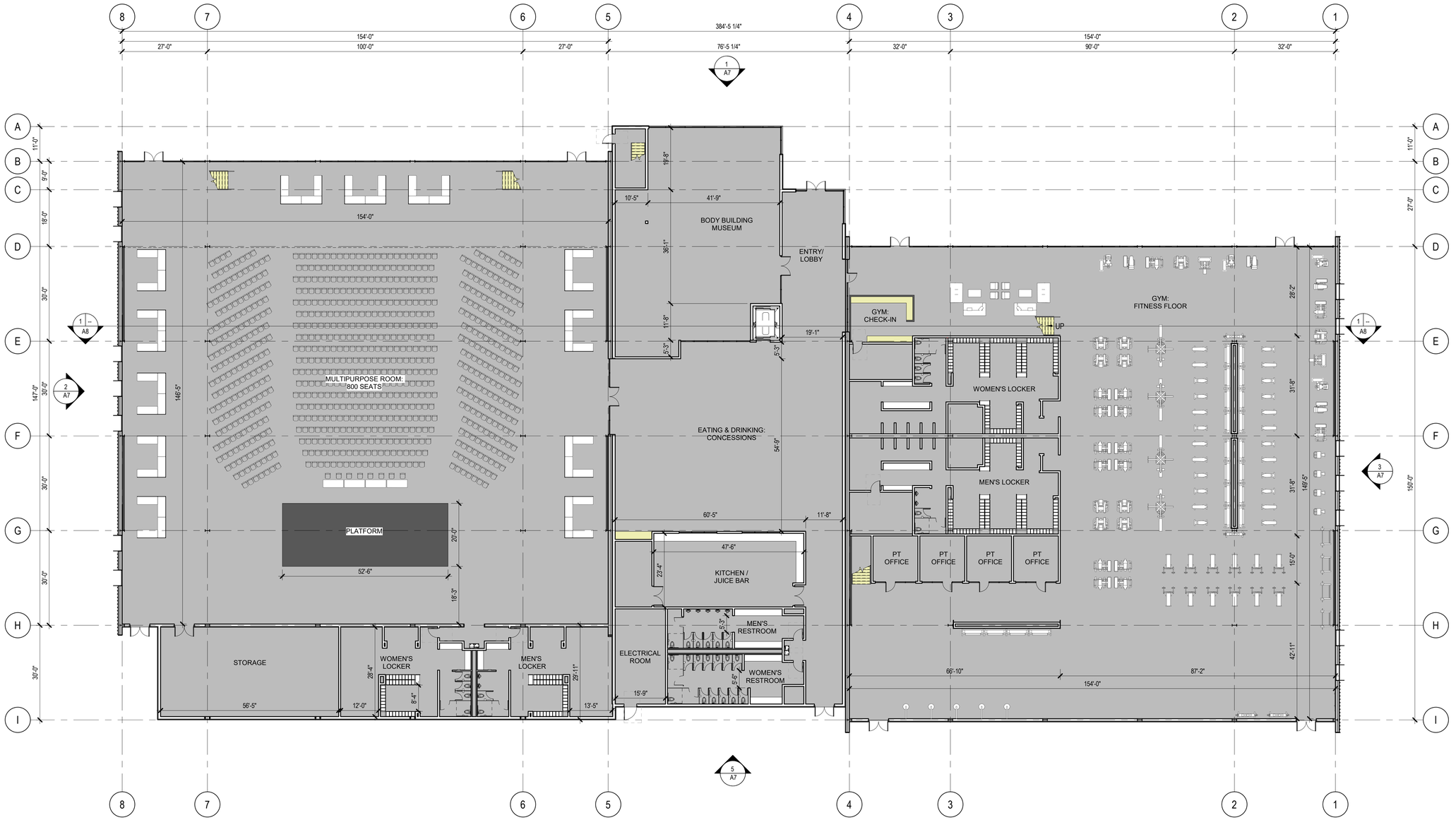
FITWELL HEALTH
Menifee, CA

ENTITLEMENT PACKAGE PLN23-150
Site Plan

Architecture. Design. Relationships.

A3

Scale: As indicated
Job No.: 2018-378
Date: 11/16/23



BUILDING 1 - LEVEL 1 Scale: 1/16" = 1'-0" (1)

FITWELL HEALTH

Menifee, CA

ENTITLEMENT PACKAGE PLN23-150

Level 1 Floor Plan

Architecture. Design. Relationships.

A4

Scale	1/16" = 1'-0"
Job No.	2018-378
Date	11/16/23

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Michael Baker
INTERNATIONAL

Appendix B: Traffic Count Data & Signal Timing

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Menifee
N/S: Haun Road
E/W: Holland Road
Weather: Clear

File Name : 01_MEN_Haun_Holl AM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

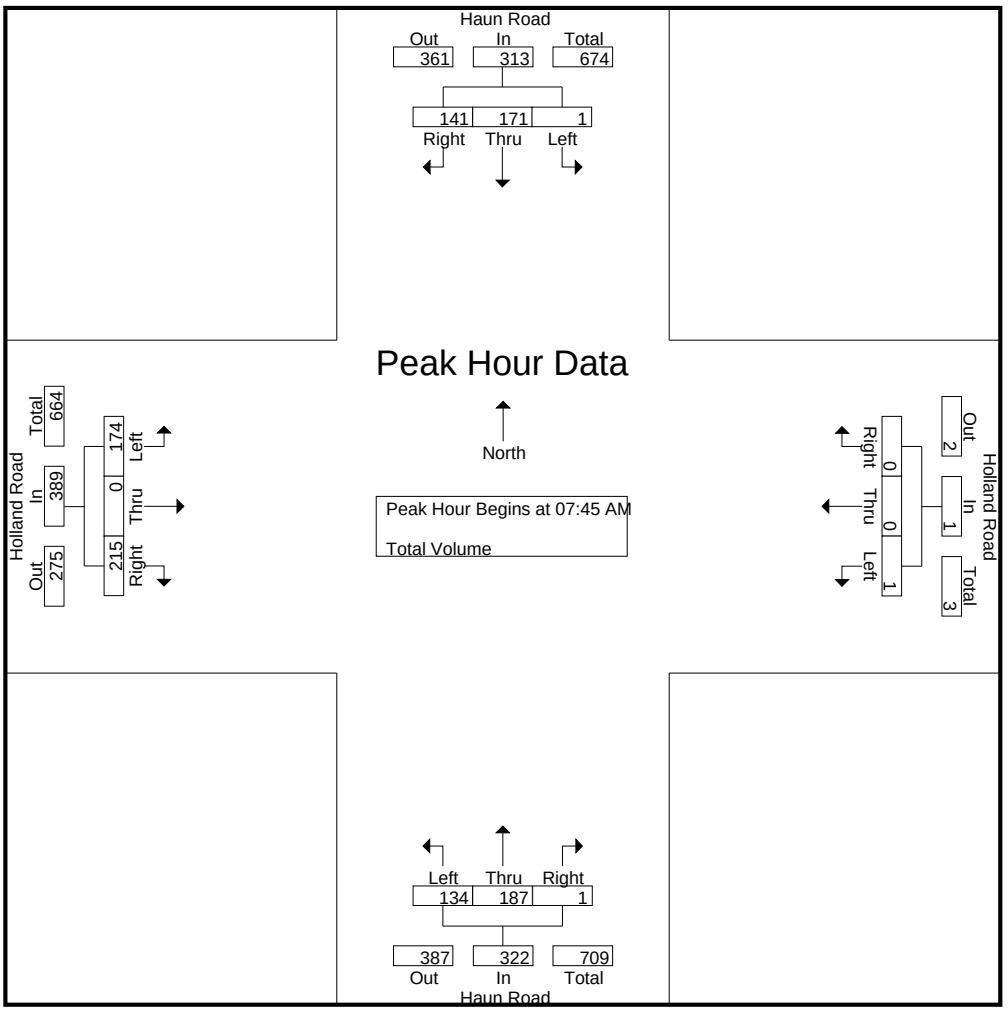
	Haun Road Southbound				Holland Road Westbound				Haun Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	31	19	51	2	0	1	3	28	30	0	58	28	0	49	77	189
07:15 AM	1	28	17	46	1	0	0	1	35	28	0	63	24	0	53	77	187
07:30 AM	0	38	18	56	0	0	0	0	29	34	1	64	33	0	82	115	235
07:45 AM	0	43	36	79	0	0	0	0	48	49	1	98	36	0	59	95	272
Total	2	140	90	232	3	0	1	4	140	141	2	283	121	0	243	364	883
08:00 AM	0	55	46	101	0	0	0	0	21	34	0	55	36	0	59	95	251
08:15 AM	0	43	39	82	0	0	0	0	28	50	0	78	50	0	46	96	256
08:30 AM	1	30	20	51	1	0	0	1	37	54	0	91	52	0	51	103	246
08:45 AM	2	36	34	72	0	0	1	1	39	47	0	86	38	0	48	86	245
Total	3	164	139	306	1	0	1	2	125	185	0	310	176	0	204	380	998
Grand Total	5	304	229	538	4	0	2	6	265	326	2	593	297	0	447	744	1881
Apprch %	0.9	56.5	42.6		66.7	0	33.3		44.7	55	0.3		39.9	0	60.1		
Total %	0.3	16.2	12.2	28.6	0.2	0	0.1	0.3	14.1	17.3	0.1	31.5	15.8	0	23.8	39.6	

	Haun Road Southbound				Holland Road Westbound				Haun Road Northbound				Holland Road 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	0	43	36	79	0	0	0	0	**48**	49	**1**	**98**	36	0	**59**	95	**272**
08:00 AM	0	**55**	**46**	**101**	0	0	0	0	21	34	0	55	36	0	59	95	251
08:15 AM	0	43	39	82	0	0	0	0	28	50	0	78	50	0	46	96	256
08:30 AM	**1**	30	20	51	**1**	0	0	**1**	37	**54**	0	91	**52**	0	51	**103**	246
Total Volume	1	171	141	313	1	0	0	1	134	187	1	322	174	0	215	389	1025
% App. Total	0.3	54.6	45		100	0	0		41.6	58.1	0.3		44.7	0	55.3		
PHF	.250	.777	.766	.775	.250	.000	.000	.250	.698	.866	.250	.821	.837	.000	.911	.944	.942

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City of Menifee
N/S: Haun Road
E/W: Holland Road
Weather: Clear

File Name : 01_MEN_Haun_Holl AM
Site Code : 12224547
Start Date : 6/4/2024
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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				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	0	38	18	56	**2**	0	**1**	**3**	**48**	49	**1**	**98**	33	0	**82**	**115**
+15 mins.	0	43	36	79	1	0	0	1	21	34	0	55	36	0	59	95
+30 mins.	0	**55**	**46**	**101**	0	0	0	0	28	50	0	78	36	0	59	95
+45 mins.	0	43	39	82	0	0	0	0	37	**54**	0	91	**50**	0	46	96
Total Volume	0	179	139	318	3	0	1	4	134	187	1	322	155	0	246	401
% App. Total	0	56.3	43.7		75	0	25		41.6	58.1	0.3		38.7	0	61.3	
PHF	.000	.814	.755	.787	.375	.000	.250	.333	.698	.866	.250	.821	.775	.000	.750	.872

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City of Menifee
N/S: Haun Road
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Weather: Clear

File Name : 01_MEN_Haun_Holl PM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

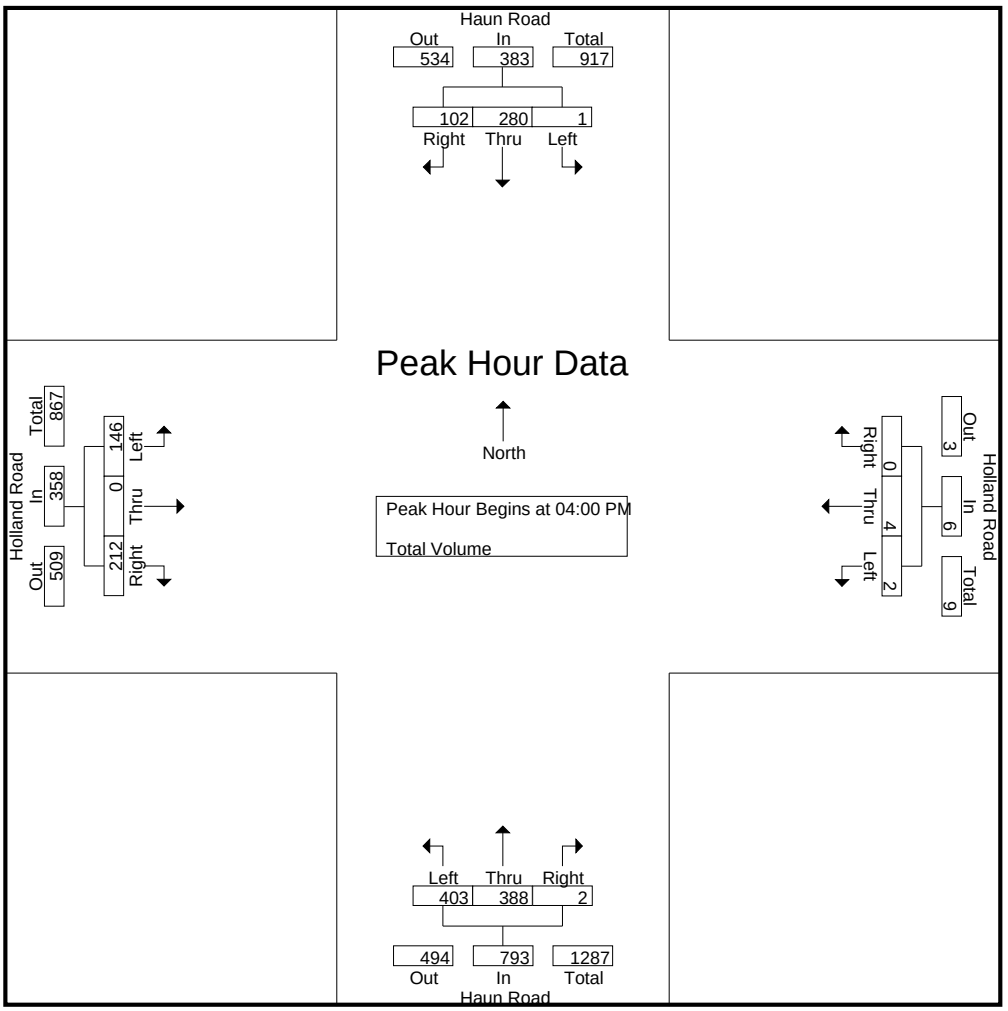
	Haun Road Southbound				Holland Road Westbound				Haun Road Northbound				Holland Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	83	25	109	0	1	0	1	94	98	0	192	44	0	69	113	415
04:15 PM	0	65	31	96	1	1	0	2	93	94	0	187	31	0	49	80	365
04:30 PM	0	73	21	94	1	2	0	3	114	107	2	223	32	0	46	78	398
04:45 PM	0	59	25	84	0	0	0	0	102	89	0	191	39	0	48	87	362
Total	1	280	102	383	2	4	0	6	403	388	2	793	146	0	212	358	1540
05:00 PM	0	53	26	79	0	0	0	0	97	84	0	181	22	0	52	74	334
05:15 PM	0	70	21	91	0	0	0	0	96	94	0	190	37	1	46	84	365
05:30 PM	0	71	20	91	0	0	0	0	97	87	0	184	30	0	49	79	354
05:45 PM	0	49	29	78	0	1	0	1	100	82	1	183	26	1	60	87	349
Total	0	243	96	339	0	1	0	1	390	347	1	738	115	2	207	324	1402
Grand Total	1	523	198	722	2	5	0	7	793	735	3	1531	261	2	419	682	2942
Apprch %	0.1	72.4	27.4		28.6	71.4	0		51.8	48	0.2		38.3	0.3	61.4		
Total %	0	17.8	6.7	24.5	0.1	0.2	0	0.2	27	25	0.1	52	8.9	0.1	14.2	23.2	

	Haun Road Southbound				Holland Road Westbound				Haun Road Northbound				Holland Road 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**	**83**	25	**109**	0	1	0	1	94	98	0	192	**44**	0	**69**	**113**	**415**
04:15 PM	0	65	**31**	96	**1**	1	0	2	93	94	0	187	31	0	49	80	365
04:30 PM	0	73	21	94	1	**2**	0	**3**	**114**	**107**	**2**	**223**	32	0	46	78	398
04:45 PM	0	59	25	84	0	0	0	0	102	89	0	191	39	0	48	87	362
Total Volume	1	280	102	383	2	4	0	6	403	388	2	793	146	0	212	358	1540
% App. Total	0.3	73.1	26.6		33.3	66.7	0		50.8	48.9	0.3		40.8	0	59.2		
PHF	.250	.843	.823	.878	.500	.500	.000	.500	.884	.907	.250	.889	.830	.000	.768	.792	.928

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City of Menifee
N/S: Haun Road
E/W: Holland Road
Weather: Clear

File Name : 01_MEN_Haun_Holl PM
Site Code : 12224547
Start Date : 6/4/2024
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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				04:00 PM				04:00 PM			
+0 mins.	**1**	**83**	25	**109**	0	1	0	1	94	98	0	192	**44**	0	**69**	**113**
+15 mins.	0	65	**31**	96	**1**	1	0	2	93	94	0	187	31	0	49	80
+30 mins.	0	73	21	94	1	**2**	0	**3**	**114**	**107**	**2**	**223**	32	0	46	78
+45 mins.	0	59	25	84	0	0	0	0	102	89	0	191	39	0	48	87
Total Volume	1	280	102	383	2	4	0	6	403	388	2	793	146	0	212	358
% App. Total	0.3	73.1	26.6		33.3	66.7	0		50.8	48.9	0.3		40.8	0	59.2	
PHF	.250	.843	.823	.878	.500	.500	.000	.500	.884	.907	.250	.889	.830	.000	.768	.792

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City of Menifee
N/S: Haun Road
E/W: Garbani Road
Weather: Clear

File Name : 02_MEN_Haun_Gar AM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

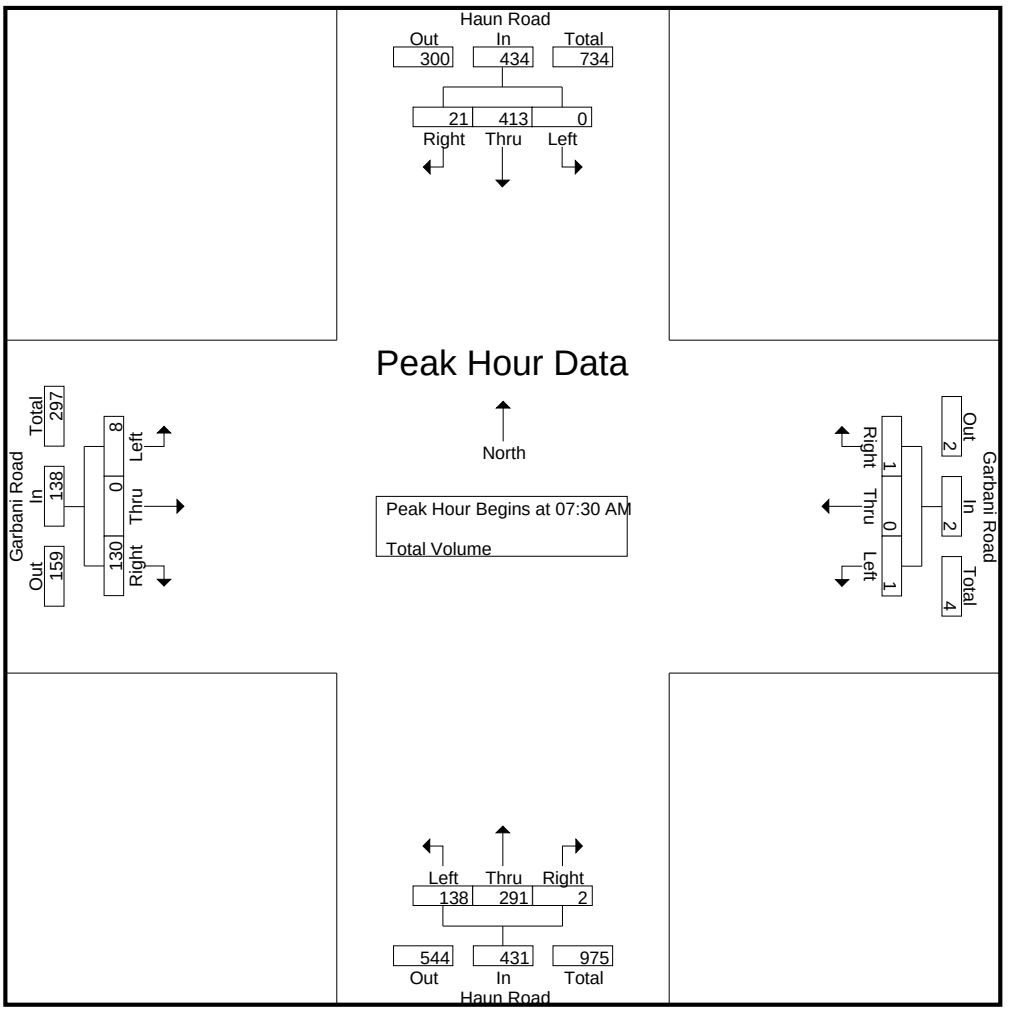
	Haun Road Southbound				Garbani Road Westbound				Haun Road Northbound				Garbani Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	86	1	87	1	0	1	2	6	55	1	62	0	0	14	14	165
07:15 AM	0	89	1	90	1	0	0	1	12	63	0	75	1	0	28	29	195
07:30 AM	0	114	0	114	0	0	1	1	27	66	0	93	1	0	28	29	237
07:45 AM	0	111	2	113	0	0	0	0	31	93	0	124	1	0	29	30	267
Total	0	400	4	404	2	0	2	4	76	277	1	354	3	0	99	102	864
08:00 AM	0	106	7	113	0	0	0	0	34	48	1	83	4	0	29	33	229
08:15 AM	0	82	12	94	1	0	0	1	46	84	1	131	2	0	44	46	272
08:30 AM	0	84	6	90	1	0	1	2	17	85	0	102	3	0	19	22	216
08:45 AM	0	84	4	88	0	0	0	0	19	77	0	96	2	2	21	25	209
Total	0	356	29	385	2	0	1	3	116	294	2	412	11	2	113	126	926
Grand Total	0	756	33	789	4	0	3	7	192	571	3	766	14	2	212	228	1790
Apprch %	0	95.8	4.2		57.1	0	42.9		25.1	74.5	0.4		6.1	0.9	93		
Total %	0	42.2	1.8	44.1	0.2	0	0.2	0.4	10.7	31.9	0.2	42.8	0.8	0.1	11.8	12.7	

	Haun Road Southbound				Garbani Road Westbound				Haun Road Northbound				Garbani Road 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	**114**	0	**114**	0	0	**1**	**1**	27	66	0	93	1	0	28	29	237
07:45 AM	0	111	2	113	0	0	0	0	31	**93**	0	124	1	0	29	30	267
08:00 AM	0	106	7	113	0	0	0	0	34	48	**1**	83	**4**	0	29	33	229
08:15 AM	0	82	**12**	94	**1**	0	0	1	**46**	84	1	**131**	2	0	**44**	**46**	**272**
Total Volume	0	413	21	434	1	0	1	2	138	291	2	431	8	0	130	138	1005
% App. Total	0	95.2	4.8		50	0	50		32	67.5	0.5		5.8	0	94.2		
PHF	.000	.906	.438	.952	.250	.000	.250	.500	.750	.782	.500	.823	.500	.000	.739	.750	.924

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City of Menifee
N/S: Haun Road
E/W: Garbani Road
Weather: Clear

File Name : 02_MEN_Haun_Gar AM
Site Code : 12224547
Start Date : 6/4/2024
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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				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	0	**114**	0	**114**	**1**	0	**1**	**2**	31	**93**	0	124	1	0	28	29
+15 mins.	0	111	2	113	1	0	0	1	34	48	**1**	83	1	0	29	30
+30 mins.	0	106	7	113	0	0	1	1	**46**	84	1	**131**	**4**	0	29	33
+45 mins.	0	82	**12**	94	0	0	0	0	17	85	0	102	2	0	**44**	**46**
Total Volume	0	413	21	434	2	0	2	4	128	310	2	440	8	0	130	138
% App. Total	0	95.2	4.8		50	0	50		29.1	70.5	0.5		5.8	0	94.2	
PHF	.000	.906	.438	.952	.500	.000	.500	.500	.696	.833	.500	.840	.500	.000	.739	.750

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City of Menifee
N/S: Haun Road
E/W: Garbani Road
Weather: Clear

File Name : 02_MEN_Haun_Gar PM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

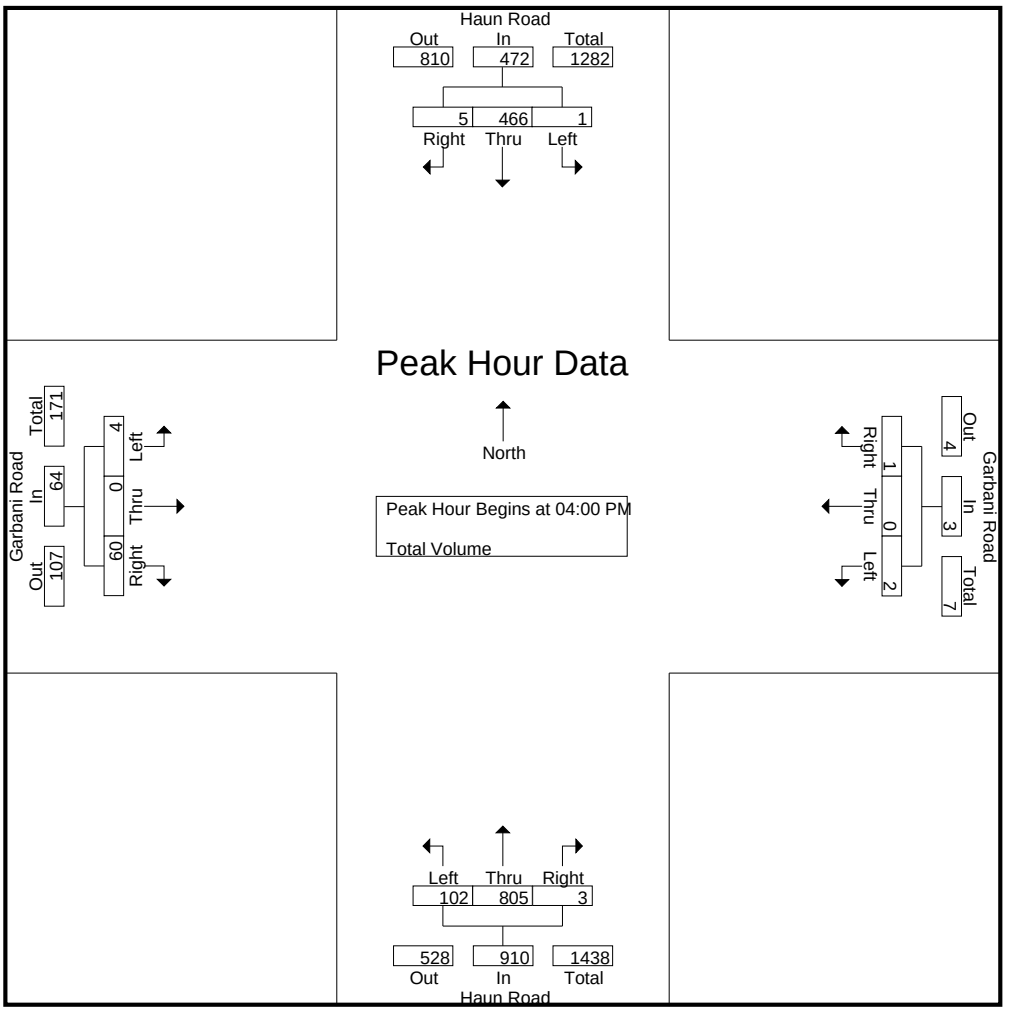
	Haun Road Southbound				Garbani Road Westbound				Haun Road Northbound				Garbani Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	138	1	140	0	0	0	0	21	194	0	215	2	0	15	17	372
04:15 PM	0	120	0	120	2	0	0	2	27	197	1	225	1	0	17	18	365
04:30 PM	0	110	2	112	0	0	0	0	23	218	0	241	1	0	9	10	363
04:45 PM	0	98	2	100	0	0	1	1	31	196	2	229	0	0	19	19	349
Total	1	466	5	472	2	0	1	3	102	805	3	910	4	0	60	64	1449
05:00 PM	0	95	2	97	0	0	0	0	21	187	0	208	1	0	21	22	327
05:15 PM	0	113	1	114	0	0	0	0	28	191	0	219	1	0	16	17	350
05:30 PM	0	113	3	116	0	0	0	0	35	188	0	223	0	0	11	11	350
05:45 PM	0	113	2	115	0	0	0	0	26	183	0	209	1	0	15	16	340
Total	0	434	8	442	0	0	0	0	110	749	0	859	3	0	63	66	1367
Grand Total	1	900	13	914	2	0	1	3	212	1554	3	1769	7	0	123	130	2816
Apprch %	0.1	98.5	1.4		66.7	0	33.3		12	87.8	0.2		5.4	0	94.6		
Total %	0	32	0.5	32.5	0.1	0	0	0.1	7.5	55.2	0.1	62.8	0.2	0	4.4	4.6	

	Haun Road Southbound				Garbani Road Westbound				Haun Road Northbound				Garbani Road 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**	**138**	1	**140**	0	0	0	0	21	194	0	215	**2**	0	15	17	**372**
04:15 PM	0	120	0	120	**2**	0	0	**2**	27	197	1	225	1	0	17	18	365
04:30 PM	0	110	**2**	112	0	0	0	0	23	**218**	0	**241**	1	0	9	10	363
04:45 PM	0	98	2	100	0	0	**1**	1	**31**	196	**2**	229	0	0	**19**	**19**	349
Total Volume	1	466	5	472	2	0	1	3	102	805	3	910	4	0	60	64	1449
% App. Total	0.2	98.7	1.1		66.7	0	33.3		11.2	88.5	0.3		6.2	0	93.8		
PHF	.250	.844	.625	.843	.250	.000	.250	.375	.823	.923	.375	.944	.500	.000	.789	.842	.974

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City of Menifee
N/S: Haun Road
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Weather: Clear

File Name : 02_MEN_Haun_Gar PM
Site Code : 12224547
Start Date : 6/4/2024
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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				04:00 PM				04:15 PM			
+0 mins.	**1**	**138**	1	**140**	0	0	0	0	21	194	0	215	**1**	0	17	18
+15 mins.	0	120	0	120	**2**	0	0	**2**	27	197	1	225	1	0	9	10
+30 mins.	0	110	**2**	112	0	0	0	0	23	**218**	0	**241**	0	0	19	19
+45 mins.	0	98	2	100	0	0	**1**	1	**31**	196	**2**	229	1	0	**21**	**22**
Total Volume	1	466	5	472	2	0	1	3	102	805	3	910	3	0	66	69
% App. Total	0.2	98.7	1.1		66.7	0	33.3		11.2	88.5	0.3		4.3	0	95.7	
PHF	.250	.844	.625	.843	.250	.000	.250	.375	.823	.923	.375	.944	.750	.000	.786	.784

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City of Menifee
N/S: Haun Road
E/W: Wickerd Road
Weather: Clear

File Name : 03_MEN_Haun_WickAM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

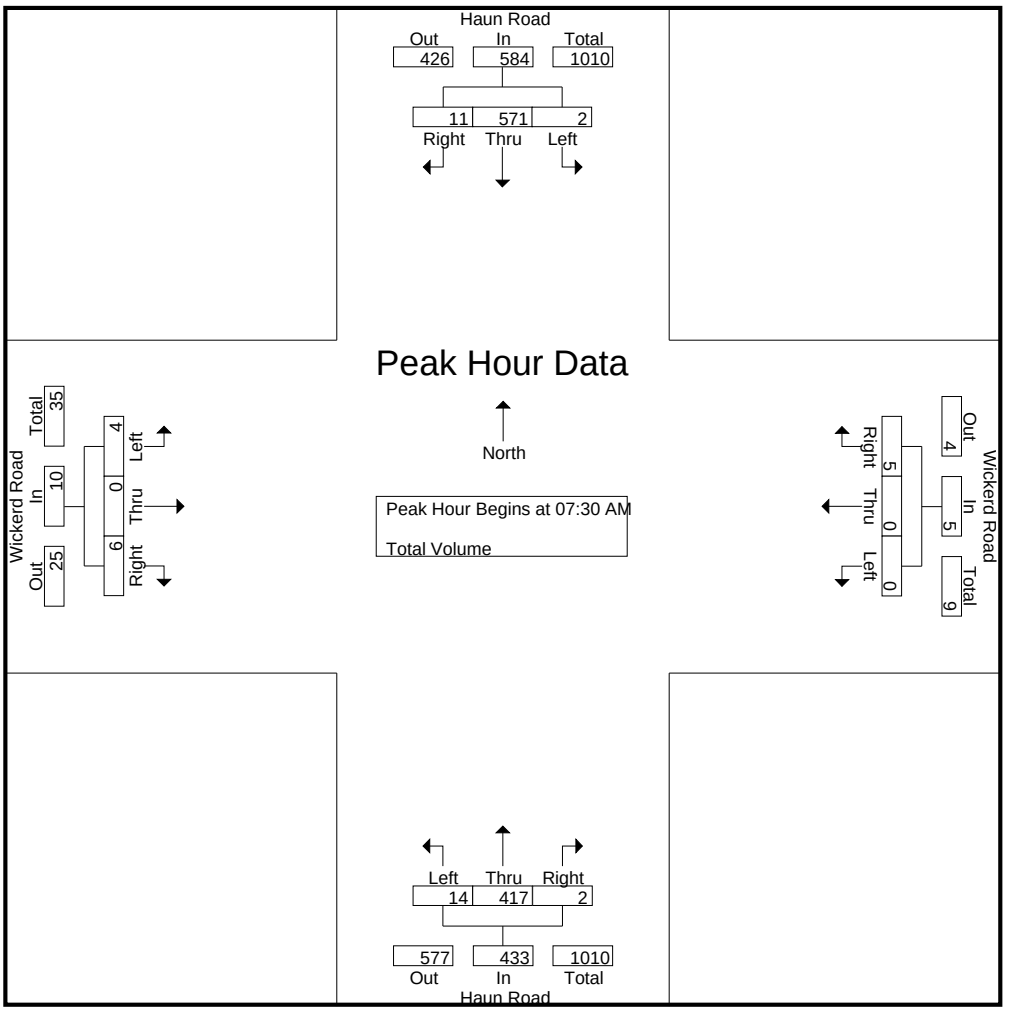
	Haun Road Southbound				Wickerd Road Westbound				Haun Road Northbound				Wickerd Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	100	1	103	0	0	0	0	5	55	1	61	0	0	2	2	166
07:15 AM	1	116	7	124	3	0	0	3	20	73	2	95	3	0	1	4	226
07:30 AM	2	143	4	149	0	0	2	2	10	94	0	104	0	0	1	1	256
07:45 AM	0	150	2	152	0	0	1	1	2	116	1	119	0	0	2	2	274
Total	5	509	14	528	3	0	3	6	37	338	4	379	3	0	6	9	922
08:00 AM	0	141	1	142	0	0	2	2	1	81	0	82	2	0	3	5	231
08:15 AM	0	137	4	141	0	0	0	0	1	126	1	128	2	0	0	2	271
08:30 AM	0	110	4	114	0	0	0	0	1	105	0	106	2	0	3	5	225
08:45 AM	0	116	1	117	0	0	0	0	0	85	2	87	1	0	3	4	208
Total	0	504	10	514	0	0	2	2	3	397	3	403	7	0	9	16	935
Grand Total	5	1013	24	1042	3	0	5	8	40	735	7	782	10	0	15	25	1857
Apprch %	0.5	97.2	2.3		37.5	0	62.5		5.1	94	0.9		40	0	60		
Total %	0.3	54.6	1.3	56.1	0.2	0	0.3	0.4	2.2	39.6	0.4	42.1	0.5	0	0.8	1.3	

	Haun Road Southbound				Wickerd Road Westbound				Haun Road Northbound				Wickerd Road 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**	143	**4**	149	0	0	**2**	**2**	**10**	94	0	104	0	0	1	1	256
07:45 AM	0	**150**	2	**152**	0	0	1	1	2	116	**1**	119	0	0	2	2	**274**
08:00 AM	0	141	1	142	0	0	2	2	1	81	0	82	**2**	0	**3**	**5**	231
08:15 AM	0	137	4	141	0	0	0	0	1	**126**	1	**128**	2	0	0	2	271
Total Volume	2	571	11	584	0	0	5	5	14	417	2	433	4	0	6	10	1032
% App. Total	0.3	97.8	1.9		0	0	100		3.2	96.3	0.5		40	0	60		
PHF	.250	.952	.688	.961	.000	.000	.625	.625	.350	.827	.500	.846	.500	.000	.500	.500	.942

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City of Menifee
N/S: Haun Road
E/W: Wickerd Road
Weather: Clear

File Name : 03_MEN_Haun_WickAM
Site Code : 12224547
Start Date : 6/4/2024
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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				07:45 AM				08:00 AM			
+0 mins.	**2**	143	**4**	149	**3**	0	0	**3**	**2**	116	**1**	119	**2**	0	**3**	**5**
+15 mins.	0	**150**	2	**152**	0	0	**2**	2	1	81	0	82	2	0	0	2
+30 mins.	0	141	1	142	0	0	1	1	1	**126**	1	**128**	2	0	3	5
+45 mins.	0	137	4	141	0	0	2	2	1	105	0	106	1	0	3	4
Total Volume	2	571	11	584	3	0	5	8	5	428	2	435	7	0	9	16
% App. Total	0.3	97.8	1.9		37.5	0	62.5		1.1	98.4	0.5		43.8	0	56.2	
PHF	.250	.952	.688	.961	.250	.000	.625	.667	.625	.849	.500	.850	.875	.000	.750	.800

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City of Menifee
N/S: Haun Road
E/W: Wickerd Road
Weather: Clear

File Name : 03_MEN_Haun_Wick PM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

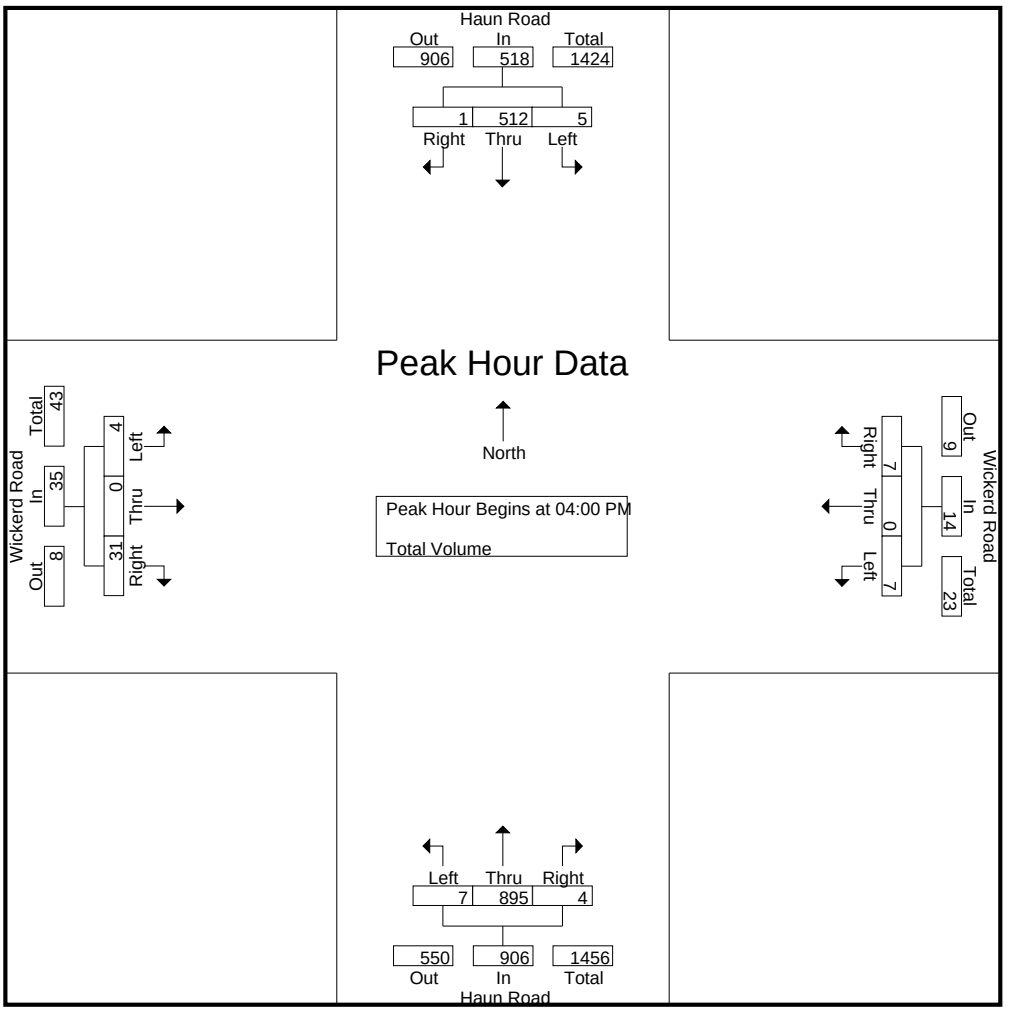
	Haun Road Southbound				Wickerd Road Westbound				Haun Road Northbound				Wickerd Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	144	0	145	1	0	1	2	3	210	0	213	2	0	8	10	370
04:15 PM	3	135	0	138	2	0	0	2	2	226	2	230	0	0	3	3	373
04:30 PM	0	124	1	125	2	0	4	6	1	241	0	242	1	0	6	7	380
04:45 PM	1	109	0	110	2	0	2	4	1	218	2	221	1	0	14	15	350
Total	5	512	1	518	7	0	7	14	7	895	4	906	4	0	31	35	1473
05:00 PM	1	116	0	117	2	0	0	2	3	193	0	196	4	0	17	21	336
05:15 PM	0	126	1	127	1	0	1	2	0	231	0	231	0	0	1	1	361
05:30 PM	0	126	1	127	1	0	1	2	1	229	1	231	0	0	3	3	363
05:45 PM	0	125	0	125	0	0	2	2	0	196	1	197	1	0	3	4	328
Total	1	493	2	496	4	0	4	8	4	849	2	855	5	0	24	29	1388
Grand Total	6	1005	3	1014	11	0	11	22	11	1744	6	1761	9	0	55	64	2861
Apprch %	0.6	99.1	0.3		50	0	50		0.6	99	0.3		14.1	0	85.9		
Total %	0.2	35.1	0.1	35.4	0.4	0	0.4	0.8	0.4	61	0.2	61.6	0.3	0	1.9	2.2	

	Haun Road Southbound				Wickerd Road Westbound				Haun Road Northbound				Wickerd Road 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	**144**	0	**145**	1	0	1	2	**3**	210	0	213	**2**	0	8	10	370
04:15 PM	**3**	135	0	138	**2**	0	0	2	2	226	**2**	230	0	0	3	3	373
04:30 PM	0	124	**1**	125	2	0	**4**	**6**	1	**241**	0	**242**	1	0	6	7	**380**
04:45 PM	1	109	0	110	2	0	2	4	1	218	2	221	1	0	**14**	**15**	350
Total Volume	5	512	1	518	7	0	7	14	7	895	4	906	4	0	31	35	1473
% App. Total	1	98.8	0.2		50	0	50		0.8	98.8	0.4		11.4	0	88.6		
PHF	.417	.889	.250	.893	.875	.000	.438	.583	.583	.928	.500	.936	.500	.000	.554	.583	.969

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City of Menifee
N/S: Haun Road
E/W: Wickerd Road
Weather: Clear

File Name : 03_MEN_Haun_Wick PM
Site Code : 12224547
Start Date : 6/4/2024
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				04:00 PM				04:15 PM			
+0 mins.	1	**144**	0	**145**	1	0	1	2	**3**	210	0	213	0	0	3	3
+15 mins.	**3**	135	0	138	**2**	0	0	2	2	226	**2**	230	1	0	6	7
+30 mins.	0	124	**1**	125	2	0	**4**	**6**	1	**241**	0	**242**	1	0	14	15
+45 mins.	1	109	0	110	2	0	2	4	1	218	2	221	**4**	0	**17**	**21**
Total Volume	5	512	1	518	7	0	7	14	7	895	4	906	6	0	40	46
% App. Total	1	98.8	0.2		50	0	50		0.8	98.8	0.4		13	0	87	
PHF	.417	.889	.250	.893	.875	.000	.438	.583	.583	.928	.500	.936	.375	.000	.588	.548

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City of Menifee
N/S: Haun Road / Zeiders Road
E/W: Scott Road
Weather: Clear

File Name : 04_MEN_Haun_Scott AM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

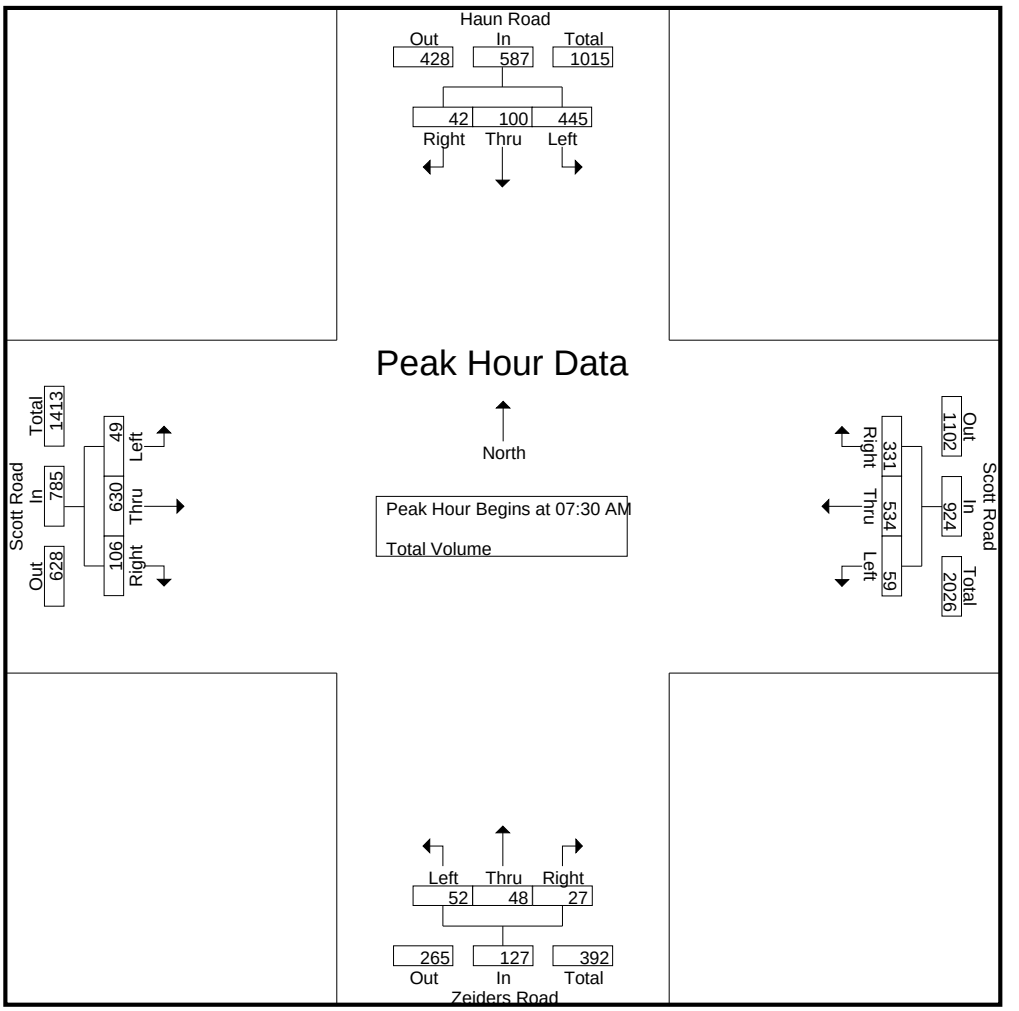
	Haun Road Southbound				Scott Road Westbound				Zeiders Road Northbound				Scott Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	80	12	4	96	14	101	44	159	9	11	6	26	5	160	19	184	465
07:15 AM	94	11	11	116	6	132	74	212	12	10	3	25	19	149	27	195	548
07:30 AM	114	25	9	148	13	143	81	237	22	12	7	41	8	167	18	193	619
07:45 AM	111	31	12	154	19	155	97	271	8	11	4	23	11	148	38	197	645
Total	399	79	36	514	52	531	296	879	51	44	20	115	43	624	102	769	2277
08:00 AM	111	21	9	141	8	133	63	204	14	15	6	35	10	164	34	208	588
08:15 AM	109	23	12	144	19	103	90	212	8	10	10	28	20	151	16	187	571
08:30 AM	74	22	7	103	16	102	78	196	13	12	9	34	15	151	27	193	526
08:45 AM	96	19	12	127	18	102	65	185	10	17	8	35	4	126	24	154	501
Total	390	85	40	515	61	440	296	797	45	54	33	132	49	592	101	742	2186
Grand Total	789	164	76	1029	113	971	592	1676	96	98	53	247	92	1216	203	1511	4463
Apprch %	76.7	15.9	7.4		6.7	57.9	35.3		38.9	39.7	21.5		6.1	80.5	13.4		
Total %	17.7	3.7	1.7	23.1	2.5	21.8	13.3	37.6	2.2	2.2	1.2	5.5	2.1	27.2	4.5	33.9	

	Haun Road Southbound				Scott Road Westbound				Zeiders Road Northbound				Scott Road 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	**114**	25	9	148	13	143	81	237	**22**	12	7	**41**	8	**167**	18	193	619
07:45 AM	111	**31**	**12**	**154**	**19**	**155**	**97**	**271**	8	11	4	23	11	148	**38**	197	**645**
08:00 AM	111	21	9	141	8	133	63	204	14	**15**	6	35	10	164	34	**208**	588
08:15 AM	109	23	12	144	19	103	90	212	8	10	**10**	28	**20**	151	16	187	571
Total Volume	445	100	42	587	59	534	331	924	52	48	27	127	49	630	106	785	2423
% App. Total	75.8	17	7.2		6.4	57.8	35.8		40.9	37.8	21.3		6.2	80.3	13.5		
PHF	.976	.806	.875	.953	.776	.861	.853	.852	.591	.800	.675	.774	.613	.943	.697	.944	.939

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City of Menifee
N/S: Haun Road / Zeiders Road
E/W: Scott Road
Weather: Clear

File Name : 04_MEN_Haun_Scott AM
Site Code : 12224547
Start Date : 6/4/2024
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				08:00 AM				07:15 AM			
+0 mins.	**114**	25	9	148	6	132	74	212	**14**	15	6	**35**	**19**	149	27	195
+15 mins.	111	**31**	**12**	**154**	13	143	81	237	8	10	**10**	28	8	**167**	18	193
+30 mins.	111	21	9	141	**19**	**155**	**97**	**271**	13	12	9	34	11	148	**38**	197
+45 mins.	109	23	12	144	8	133	63	204	10	**17**	8	35	10	164	34	**208**
Total Volume	445	100	42	587	46	563	315	924	45	54	33	132	48	628	117	793
% App. Total	75.8	17	7.2		5	60.9	34.1		34.1	40.9	25		6.1	79.2	14.8	
PHF	.976	.806	.875	.953	.605	.908	.812	.852	.804	.794	.825	.943	.632	.940	.770	.953

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City of Menifee
N/S: Haun Road / Zeiders Road
E/W: Scott Road
Weather: Clear

File Name : 04_MEN_Haun_Scott PM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

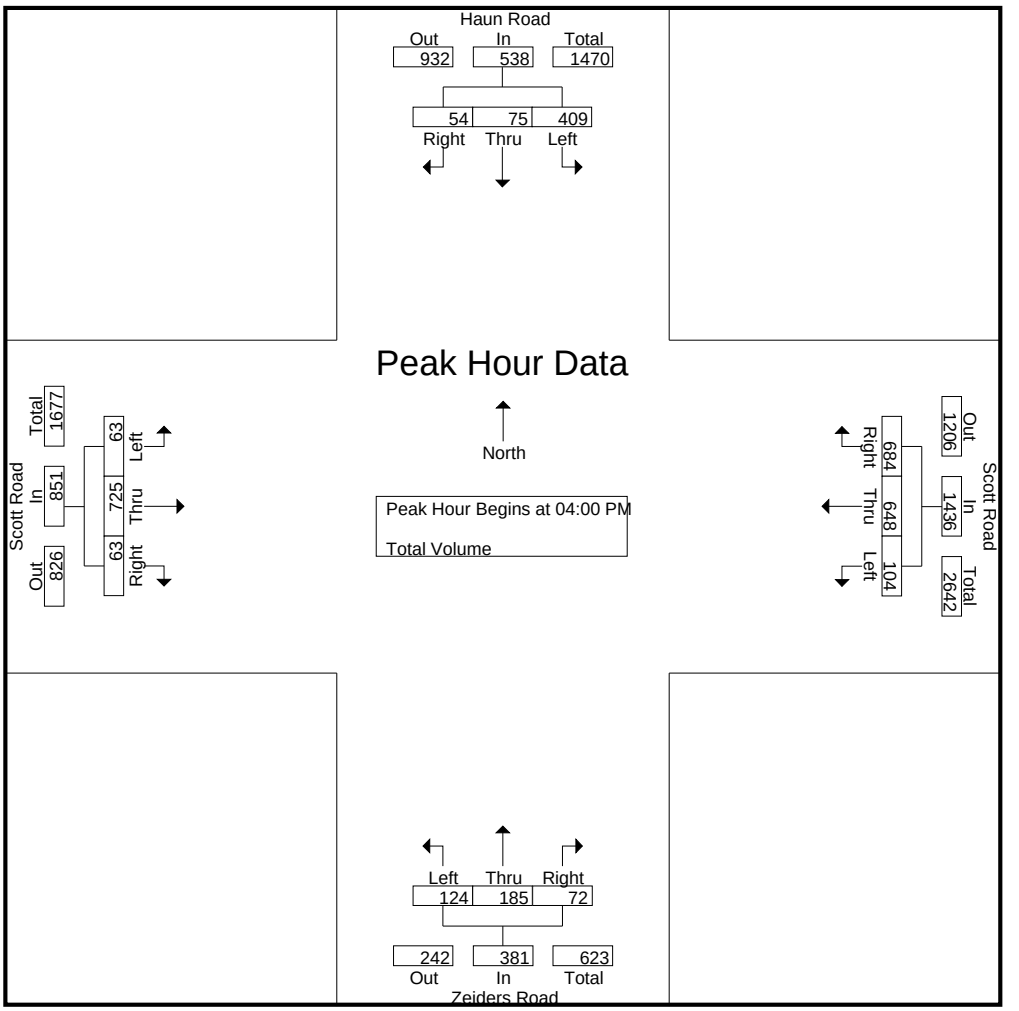
	Haun Road Southbound				Scott Road Westbound				Zeiders Road Northbound				Scott Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	92	17	8	117	19	191	156	366	21	41	23	85	17	207	19	243	811
04:15 PM	132	22	17	171	25	167	176	368	26	45	12	83	21	174	16	211	833
04:30 PM	96	12	17	125	22	132	178	332	47	57	24	128	13	176	12	201	786
04:45 PM	89	24	12	125	38	158	174	370	30	42	13	85	12	168	16	196	776
Total	409	75	54	538	104	648	684	1436	124	185	72	381	63	725	63	851	3206
05:00 PM	120	18	9	147	21	149	149	319	29	49	9	87	14	198	17	229	782
05:15 PM	94	16	11	121	18	145	169	332	33	53	8	94	13	182	22	217	764
05:30 PM	84	22	7	113	15	145	131	291	16	37	6	59	9	144	16	169	632
05:45 PM	125	27	13	165	20	152	194	366	17	43	10	70	23	212	23	258	859
Total	423	83	40	546	74	591	643	1308	95	182	33	310	59	736	78	873	3037
Grand Total	832	158	94	1084	178	1239	1327	2744	219	367	105	691	122	1461	141	1724	6243
Apprch %	76.8	14.6	8.7		6.5	45.2	48.4		31.7	53.1	15.2		7.1	84.7	8.2		
Total %	13.3	2.5	1.5	17.4	2.9	19.8	21.3	44	3.5	5.9	1.7	11.1	2	23.4	2.3	27.6	

	Haun Road Southbound				Scott Road Westbound				Zeiders Road Northbound				Scott Road 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	92	17	8	117	19	**191**	156	366	21	41	23	85	17	**207**	**19**	**243**	811
04:15 PM	**132**	22	**17**	**171**	25	167	176	368	26	45	12	83	**21**	174	16	211	**833**
04:30 PM	96	12	17	125	22	132	**178**	332	**47**	**57**	**24**	**128**	13	176	12	201	786
04:45 PM	89	**24**	12	125	**38**	158	174	**370**	30	42	13	85	12	168	16	196	776
Total Volume	409	75	54	538	104	648	684	1436	124	185	72	381	63	725	63	851	3206
% App. Total	76	13.9	10		7.2	45.1	47.6		32.5	48.6	18.9		7.4	85.2	7.4		
PHF	.775	.781	.794	.787	.684	.848	.961	.970	.660	.811	.750	.744	.750	.876	.829	.876	.962

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City of Menifee
N/S: Haun Road / Zeiders Road
E/W: Scott Road
Weather: Clear

File Name : 04_MEN_Haun_Scott PM
Site Code : 12224547
Start Date : 6/4/2024
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				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	**132**	22	**17**	**171**	19	**191**	156	366	**47**	**57**	**24**	**128**	14	198	17	229
+15 mins.	96	12	17	125	25	167	176	368	30	42	13	85	13	182	22	217
+30 mins.	89	**24**	12	125	22	132	**178**	332	29	49	9	87	9	144	16	169
+45 mins.	120	18	9	147	**38**	158	174	**370**	33	53	8	94	**23**	**212**	**23**	**258**
Total Volume	437	76	55	568	104	648	684	1436	139	201	54	394	59	736	78	873
% App. Total	76.9	13.4	9.7		7.2	45.1	47.6		35.3	51	13.7		6.8	84.3	8.9	
PHF	.828	.792	.809	.830	.684	.848	.961	.970	.739	.882	.563	.770	.641	.868	.848	.846

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 05_MEN_215N_Scott AM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

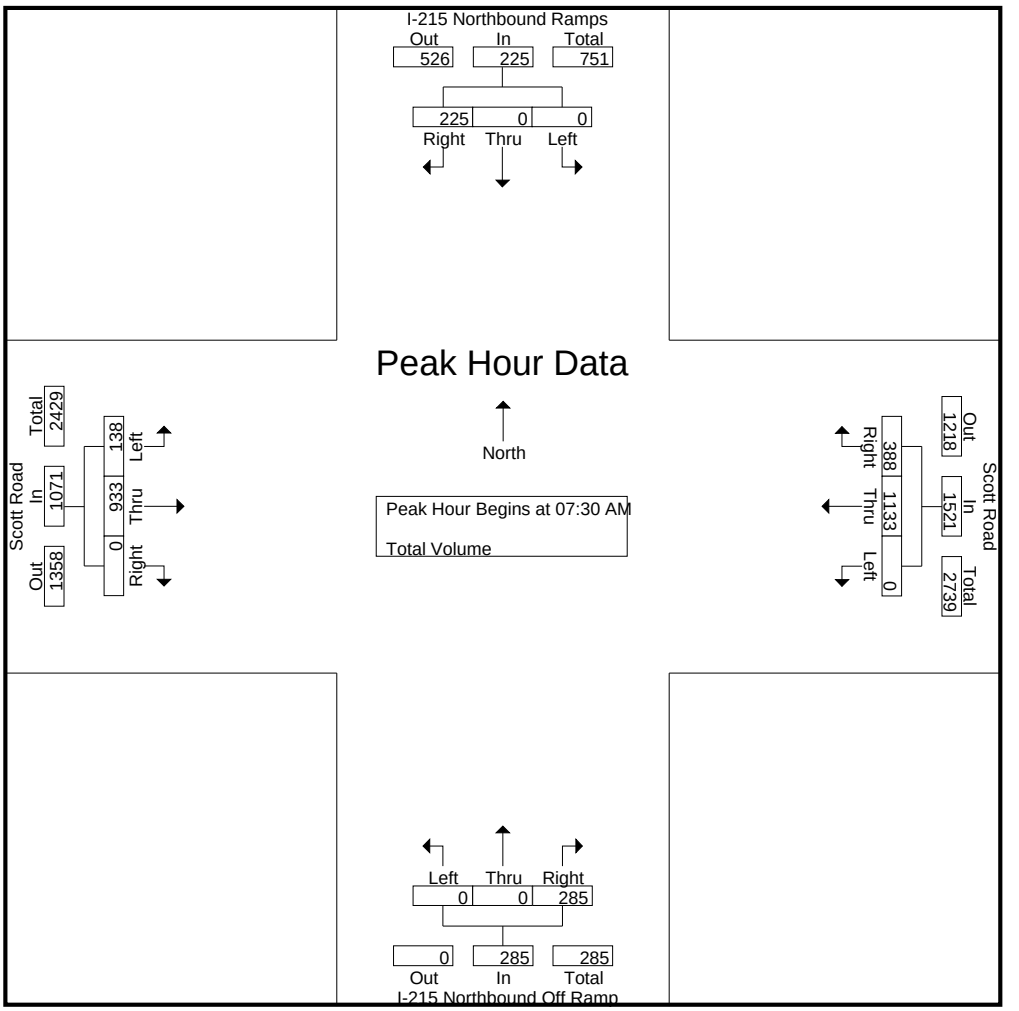
	I-215 Northbound Ramps Southbound				Scott Road Westbound				I-215 Northbound Off Ramp Northbound				Scott Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	39	39	0	208	108	316	0	0	59	59	28	165	0	193	607
07:15 AM	0	0	43	43	0	236	120	356	0	0	58	58	36	222	0	258	715
07:30 AM	0	0	64	64	0	275	106	381	0	0	71	71	41	197	0	238	754
07:45 AM	0	0	63	63	0	322	102	424	0	0	75	75	30	224	0	254	816
Total	0	0	209	209	0	1041	436	1477	0	0	263	263	135	808	0	943	2892
08:00 AM	0	0	44	44	0	292	97	389	0	0	63	63	37	282	0	319	815
08:15 AM	0	0	54	54	0	244	83	327	0	0	76	76	30	230	0	260	717
08:30 AM	0	0	42	42	0	266	80	346	0	0	78	78	29	173	1	203	669
08:45 AM	0	0	46	46	0	207	74	281	0	0	101	101	37	174	0	211	639
Total	0	0	186	186	0	1009	334	1343	0	0	318	318	133	859	1	993	2840
Grand Total	0	0	395	395	0	2050	770	2820	0	0	581	581	268	1667	1	1936	5732
Apprch %	0	0	100		0	72.7	27.3		0	0	100		13.8	86.1	0.1		
Total %	0	0	6.9	6.9	0	35.8	13.4	49.2	0	0	10.1	10.1	4.7	29.1	0	33.8	

	I-215 Northbound Ramps Southbound				Scott Road Westbound				I-215 Northbound Off Ramp Northbound				Scott Road 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	**64**	**64**	0	275	**106**	381	0	0	71	71	**41**	197	0	238	754
07:45 AM	0	0	63	63	0	**322**	102	**424**	0	0	75	75	30	224	0	254	**816**
08:00 AM	0	0	44	44	0	292	97	389	0	0	63	63	37	**282**	0	**319**	815
08:15 AM	0	0	54	54	0	244	83	327	0	0	**76**	**76**	30	230	0	260	717
Total Volume	0	0	225	225	0	1133	388	1521	0	0	285	285	138	933	0	1071	3102
% App. Total	0	0	100		0	74.5	25.5		0	0	100		12.9	87.1	0		
PHF	.000	.000	.879	.879	.000	.880	.915	.897	.000	.000	.938	.938	.841	.827	.000	.839	.950

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 05_MEN_215N_Scott AM
Site Code : 12224547
Start Date : 6/4/2024
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				08:00 AM				07:30 AM			
+0 mins.	0	0	**64**	**64**	0	236	**120**	356	0	0	63	63	**41**	197	0	238
+15 mins.	0	0	63	63	0	275	106	381	0	0	76	76	30	224	0	254
+30 mins.	0	0	44	44	0	**322**	102	**424**	0	0	78	78	37	**282**	0	**319**
+45 mins.	0	0	54	54	0	292	97	389	0	0	**101**	**101**	30	230	0	260
Total Volume	0	0	225	225	0	1125	425	1550	0	0	318	318	138	933	0	1071
% App. Total	0	0	100		0	72.6	27.4		0	0	100		12.9	87.1	0	
PHF	.000	.000	.879	.879	.000	.873	.885	.914	.000	.000	.787	.787	.841	.827	.000	.839

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City of Menifee
N/S: I-215 Northbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 05_MEN_215N_Scott PM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

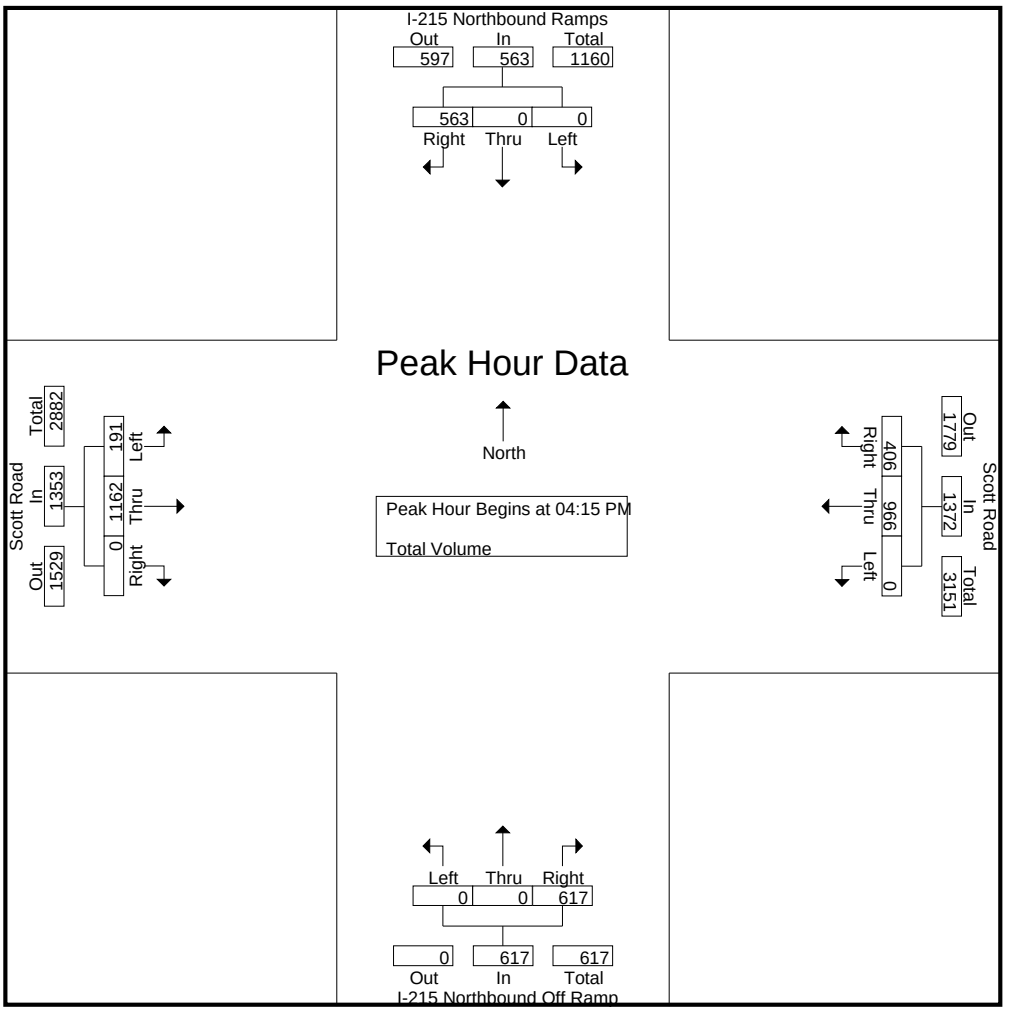
	I-215 Northbound Ramps Southbound				Scott Road Westbound				I-215 Northbound Off Ramp Northbound				Scott Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	126	126	0	238	103	341	0	0	134	134	67	259	0	326	927
04:15 PM	0	0	159	159	0	236	104	340	0	0	186	186	60	282	0	342	1027
04:30 PM	0	0	132	132	0	249	112	361	0	0	127	127	42	310	0	352	972
04:45 PM	0	0	153	153	0	228	107	335	0	0	177	177	44	266	0	310	975
Total	0	0	570	570	0	951	426	1377	0	0	624	624	213	1117	0	1330	3901
05:00 PM	0	0	119	119	0	253	83	336	0	0	127	127	45	304	0	349	931
05:15 PM	0	0	167	167	0	211	84	295	0	0	160	160	57	248	0	305	927
05:30 PM	0	0	151	151	0	228	75	303	0	0	150	150	46	285	0	331	935
05:45 PM	0	0	133	133	0	224	81	305	0	0	135	135	38	272	0	310	883
Total	0	0	570	570	0	916	323	1239	0	0	572	572	186	1109	0	1295	3676
Grand Total	0	0	1140	1140	0	1867	749	2616	0	0	1196	1196	399	2226	0	2625	7577
Apprch %	0	0	100		0	71.4	28.6		0	0	100		15.2	84.8	0		
Total %	0	0	15	15	0	24.6	9.9	34.5	0	0	15.8	15.8	5.3	29.4	0	34.6	

	I-215 Northbound Ramps Southbound				Scott Road Westbound				I-215 Northbound Off Ramp Northbound				Scott Road 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	0	0	**159**	**159**	0	236	104	340	0	0	**186**	**186**	**60**	282	0	342	**1027**
04:30 PM	0	0	132	132	0	249	**112**	**361**	0	0	127	127	42	**310**	0	**352**	972
04:45 PM	0	0	153	153	0	228	107	335	0	0	177	177	44	266	0	310	975
05:00 PM	0	0	119	119	0	**253**	83	336	0	0	127	127	45	304	0	349	931
Total Volume	0	0	563	563	0	966	406	1372	0	0	617	617	191	1162	0	1353	3905
% App. Total	0	0	100		0	70.4	29.6		0	0	100		14.1	85.9	0		
PHF	.000	.000	.885	.885	.000	.955	.906	.950	.000	.000	.829	.829	.796	.937	.000	.961	.951

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Menifee
N/S: I-215 Northbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 05_MEN_215N_Scott PM
Site Code : 12224547
Start Date : 6/4/2024
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.	0	0	153	153	0	238	103	341	0	0	134	134	**60**	282	0	342
+15 mins.	0	0	119	119	0	236	104	340	0	0	**186**	**186**	42	**310**	0	**352**
+30 mins.	0	0	**167**	**167**	0	**249**	**112**	**361**	0	0	127	127	44	266	0	310
+45 mins.	0	0	151	151	0	228	107	335	0	0	177	177	45	304	0	349
Total Volume	0	0	590	590	0	951	426	1377	0	0	624	624	191	1162	0	1353
% App. Total	0	0	100		0	69.1	30.9		0	0	100		14.1	85.9	0	
PHF	.000	.000	.883	.883	.000	.955	.951	.954	.000	.000	.839	.839	.796	.937	.000	.961

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 06_MEN_215S_Scott AM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

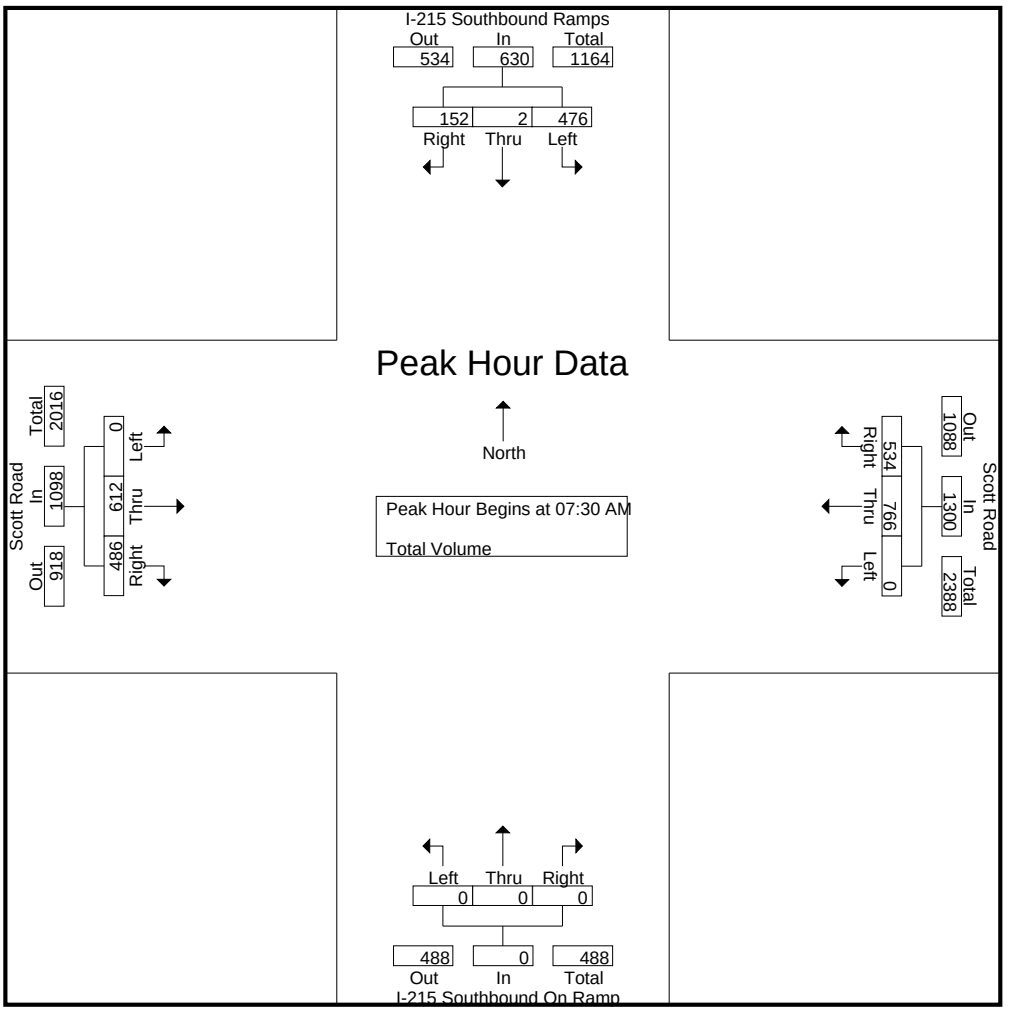
	I-215 Southbound Ramps Southbound				Scott Road Westbound				I-215 Southbound On Ramp Northbound				Scott Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	83	0	32	115	0	134	112	246	0	0	0	0	0	130	107	237	598
07:15 AM	117	0	30	147	0	181	101	282	0	0	0	0	0	125	128	253	682
07:30 AM	97	2	51	150	0	181	135	316	0	0	0	0	0	148	135	283	749
07:45 AM	126	0	43	169	0	229	150	379	0	0	0	0	0	137	135	272	820
Total	423	2	156	581	0	725	498	1223	0	0	0	0	0	540	505	1045	2849
08:00 AM	145	0	31	176	0	169	147	316	0	0	0	0	0	170	103	273	765
08:15 AM	108	0	27	135	0	187	102	289	0	0	0	0	0	157	113	270	694
08:30 AM	88	0	29	117	0	168	132	300	0	0	0	0	0	126	113	239	656
08:45 AM	83	0	34	117	0	148	107	255	0	0	0	0	0	125	107	232	604
Total	424	0	121	545	0	672	488	1160	0	0	0	0	0	578	436	1014	2719
Grand Total	847	2	277	1126	0	1397	986	2383	0	0	0	0	0	1118	941	2059	5568
Apprch %	75.2	0.2	24.6		0	58.6	41.4		0	0	0		0	54.3	45.7		
Total %	15.2	0	5	20.2	0	25.1	17.7	42.8	0	0	0	0	0	20.1	16.9	37	

	I-215 Southbound Ramps Southbound				Scott Road Westbound				I-215 Southbound On Ramp Northbound				Scott Road 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	97	**2**	**51**	150	0	181	135	316	0	0	0	0	0	148	**135**	**283**	749
07:45 AM	126	0	43	169	0	**229**	**150**	**379**	0	0	0	0	0	137	135	272	**820**
08:00 AM	**145**	0	31	**176**	0	169	147	316	0	0	0	0	0	**170**	103	273	765
08:15 AM	108	0	27	135	0	187	102	289	0	0	0	0	0	157	113	270	694
Total Volume	476	2	152	630	0	766	534	1300	0	0	0	0	0	612	486	1098	3028
% App. Total	75.6	0.3	24.1		0	58.9	41.1		0	0	0		0	55.7	44.3		
PHF	.821	.250	.745	.895	.000	.836	.890	.858	.000	.000	.000	.000	.000	.900	.900	.970	.923

Counts Unlimited, Inc.
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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 06_MEN_215S_Scott AM
Site Code : 12224547
Start Date : 6/4/2024
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				07:30 AM			
+0 mins.	117	0	30	147	0	181	135	316	0	0	0	0	0	148	**135**	**283**
+15 mins.	97	**2**	**51**	150	0	**229**	**150**	**379**	0	0	0	0	0	137	135	272
+30 mins.	126	0	43	169	0	169	147	316	0	0	0	0	0	**170**	103	273
+45 mins.	**145**	0	31	**176**	0	187	102	289	0	0	0	0	0	157	113	270
Total Volume	485	2	155	642	0	766	534	1300	0	0	0	0	0	612	486	1098
% App. Total	75.5	0.3	24.1		0	58.9	41.1		0	0	0		0	55.7	44.3	
PHF	.836	.250	.760	.912	.000	.836	.890	.858	.000	.000	.000	.000	.000	.900	.900	.970

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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 06_MEN_215S_Scott PM
Site Code : 12224547
Start Date : 6/4/2024
Page No : 1

Groups Printed- Total Volume

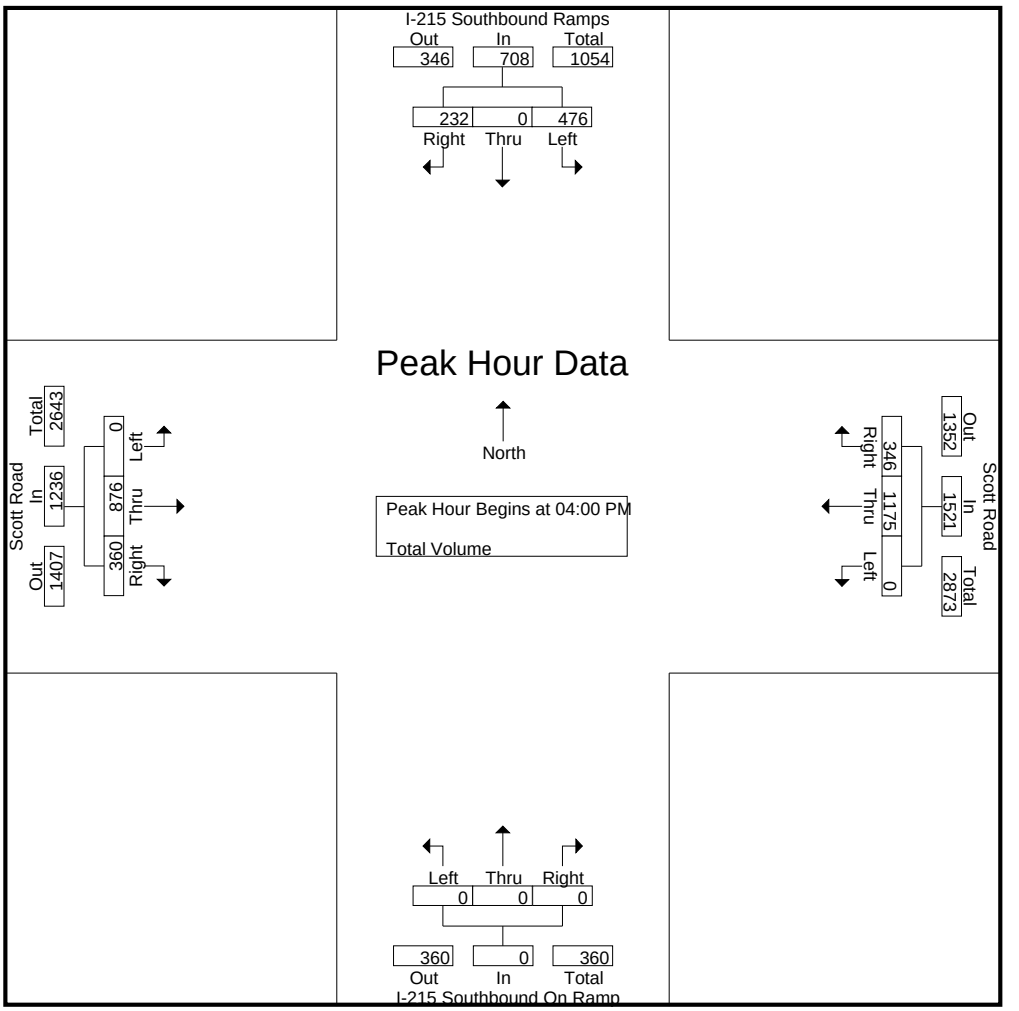
	I-215 Southbound Ramps Southbound				Scott Road Westbound				I-215 Southbound On Ramp Northbound				Scott Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	116	0	72	188	0	261	88	349	0	0	0	0	0	231	84	315	852
04:15 PM	111	0	59	170	0	301	85	386	0	0	0	0	0	224	103	327	883
04:30 PM	111	0	50	161	0	292	97	389	0	0	0	0	0	227	78	305	855
04:45 PM	138	0	51	189	0	321	76	397	0	0	0	0	0	194	95	289	875
Total	476	0	232	708	0	1175	346	1521	0	0	0	0	0	876	360	1236	3465
05:00 PM	119	0	44	163	0	269	85	354	0	0	0	0	0	222	104	326	843
05:15 PM	130	0	51	181	0	309	79	388	0	0	0	0	0	204	108	312	881
05:30 PM	100	0	58	158	0	266	93	359	0	0	0	0	0	185	85	270	787
05:45 PM	107	0	43	150	0	259	88	347	0	0	0	0	0	203	88	291	788
Total	456	0	196	652	0	1103	345	1448	0	0	0	0	0	814	385	1199	3299
Grand Total	932	0	428	1360	0	2278	691	2969	0	0	0	0	0	1690	745	2435	6764
Apprch %	68.5	0	31.5		0	76.7	23.3		0	0	0		0	69.4	30.6		
Total %	13.8	0	6.3	20.1	0	33.7	10.2	43.9	0	0	0	0	0	25	11	36	

	I-215 Southbound Ramps Southbound				Scott Road Westbound				I-215 Southbound On Ramp Northbound				Scott Road 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	116	0	**72**	188	0	261	88	349	0	0	0	0	0	**231**	84	315	852
04:15 PM	111	0	59	170	0	301	85	386	0	0	0	0	0	224	**103**	**327**	**883**
04:30 PM	111	0	50	161	0	292	**97**	389	0	0	0	0	0	227	78	305	855
04:45 PM	**138**	0	51	**189**	0	**321**	76	**397**	0	0	0	0	0	194	95	289	875
Total Volume	476	0	232	708	0	1175	346	1521	0	0	0	0	0	876	360	1236	3465
% App. Total	67.2	0	32.8		0	77.3	22.7		0	0	0		0	70.9	29.1		
PHF	.862	.000	.806	.937	.000	.915	.892	.958	.000	.000	.000	.000	.000	.948	.874	.945	.981

Counts Unlimited, Inc.
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Corona, CA 92878
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City of Menifee
N/S: I-215 Southbound Ramps
E/W: Scott Road
Weather: Clear

File Name : 06_MEN_215S_Scott PM
Site Code : 12224547
Start Date : 6/4/2024
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				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	116	0	**72**	188	0	292	**97**	389	0	0	0	0	0	224	103	**327**
+15 mins.	111	0	59	170	0	**321**	76	**397**	0	0	0	0	0	**227**	78	305
+30 mins.	111	0	50	161	0	269	85	354	0	0	0	0	0	194	95	289
+45 mins.	**138**	0	51	**189**	0	309	79	388	0	0	0	0	0	222	**104**	326
Total Volume	476	0	232	708	0	1191	337	1528	0	0	0	0	0	867	380	1247
% App. Total	67.2	0	32.8		0	77.9	22.1		0	0	0		0	69.5	30.5	
PHF	.862	.000	.806	.937	.000	.928	.869	.962	.000	.000	.000	.000	.000	.955	.913	.953

Counts Unlimited, Inc.

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City of Menifee
Haun Road
B/ Garbani Road - Wickerd Road
24 Hour Directional Volume Count

MEN002
Site Code: 122-24547

Start Time	6/4/24 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	150			70	151				
12:15		10	164			60	117				
12:30		4	156			38	137				
12:45		8	164	38	634	72	**172**	240	577	278	1211
01:00		10	162			56	**155**				
01:15		8	160			53	**160**				
01:30		3	158			54	**147**				
01:45		7	158	28	638	54	138	217	600	245	1238
02:00		2	154			63	102				
02:15		9	164			78	140				
02:30		7	159			56	143				
02:45		4	189	22	666	27	138	224	523	246	1189
03:00		4	181			26	152				
03:15		2	173			9	166				
03:30		4	200			9	151				
03:45		8	197	18	751	16	118	60	587	78	1338
04:00		1	204			18	152				
04:15		3	209			20	146				
04:30		11	**236**			36	130				
04:45		13	**228**	28	877	18	122	92	550	120	1427
05:00		7	**202**			30	128				
05:15		14	**224**			38	130				
05:30		12	219			54	140				
05:45		21	202	54	847	41	134	163	532	217	1379
06:00		17	180			54	109				
06:15		29	188			56	125				
06:30		38	157			60	104				
06:45		64	154	148	679	78	98	248	436	396	1115
07:00		65	132			95	102				
07:15		80	150			115	85				
07:30		101	154			136	70				
07:45		129	170	375	606	136	82	482	339	857	945
08:00		78	149			134	86				
08:15		121	172			138	76				
08:30		99	132			110	76				
08:45		87	103	385	556	119	72	501	310	886	866
09:00		94	103			89	82				
09:15		94	99			108	74				
09:30		108	60			112	46				
09:45		104	167	400	429	92	50	401	252	801	681
10:00		122	148			111	52				
10:15		124	138			120	38				
10:30		110	112			112	42				
10:45		118	105	474	503	106	28	449	160	923	663
11:00		**156**	118			**135**	31				
11:15		**144**	90			**141**	23				
11:30		**143**	60			**152**	26				
11:45		**174**	58	617	326	**142**	12	570	92	1187	418
Total		2587	7512	2587	7512	3647	4958	3647	4958	6234	12470
Combined Total		10099		10099		8605		8605		18704	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	617	-	-	-	570	-	-	-	-	-
P.H.F.		0.886				0.938					
PM Peak	-	-	04:30	-	-	-	00:45	-	-	-	-
Vol.	-	-	890	-	-	-	634	-	-	-	-
P.H.F.			0.943				0.922				
Percentage		25.6%	74.4%			42.4%	57.6%				
ADT/AADT		ADT 18,704		AADT 18,704							

Counts Unlimited, Inc.

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City of Menifee
Haun Road
B/ Holland Road - Garbani Road
24 Hour Directional Volume Count

MEN001
Site Code: 122-24547

Start Time	6/4/24 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	142			66	118				
12:15		7	154			61	111				
12:30		4	138			58	**118**				
12:45		4	174	22	608	58	**133**	243	480	265	1088
01:00		10	155			50	**140**				
01:15		6	159			60	**131**				
01:30		3	148			64	107				
01:45		3	149	22	611	58	112	232	490	254	1101
02:00		2	156			58	100				
02:15		3	148			80	122				
02:30		4	183			61	126				
02:45		4	179	13	666	26	111	225	459	238	1125
03:00		2	177			14	125				
03:15		1	172			8	132				
03:30		4	188			10	127				
03:45		7	186	14	723	11	100	43	484	57	1207
04:00		0	**198**			12	150				
04:15		5	**220**			19	110				
04:30		12	**236**			24	121				
04:45		13	**192**	30	846	12	106	67	487	97	1333
05:00		14	194			23	112				
05:15		10	206			31	122				
05:30		14	210			46	116				
05:45		15	192	53	802	42	114	142	464	195	1266
06:00		10	164			44	104				
06:15		28	172			50	112				
06:30		43	155			58	95				
06:45		51	142	132	633	70	83	222	394	354	1027
07:00		62	134			78	96				
07:15		68	134			90	88				
07:30		76	158			123	69				
07:45		93	147	299	573	100	86	391	339	690	912
08:00		56	151			120	67				
08:15		88	164			96	66				
08:30		92	126			82	72				
08:45		80	98	316	539	89	74	387	279	703	818
09:00		95	80			85	78				
09:15		83	99			82	60				
09:30		102	64			88	57				
09:45		98	190	378	433	67	46	322	241	700	674
10:00		127	129			107	60				
10:15		109	146			98	43				
10:30		104	116			90	44				
10:45		118	94	458	485	98	21	393	168	851	653
11:00		**150**	124			**130**	38				
11:15		**164**	80			**121**	21				
11:30		**139**	56			**120**	23				
11:45		**179**	58	632	318	**138**	13	509	95	1141	413
Total		2369	7237	2369	7237	3176	4380	3176	4380	5545	11617
Combined Total		9606		9606		7556		7556		17162	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	632	-	-	-	509	-	-	-	-	-
P.H.F.		0.883				0.922					
PM Peak	-	-	04:00	-	-	-	00:30	-	-	-	-
Vol.	-	-	846	-	-	-	522	-	-	-	-
P.H.F.			0.896				0.932				
Percentage		24.7%	75.3%			42.0%	58.0%				

ADT/AADT ADT 17,162 AADT 17,162

Counts Unlimited, Inc.

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City of Menifee
Haun Road
B/ Wickerd Road - Scott Road
24 Hour Directional Volume Count

MEN003
Site Code: 122-24547

Start Time	6/4/24 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	162			74	152				
12:15		8	167			67	123				
12:30		3	156			44	138				
12:45		11	174	35	659	77	**163**	262	576	297	1235
01:00		6	169			58	**162**				
01:15		6	170			63	**160**				
01:30		3	155			56	**148**				
01:45		3	158	18	652	65	133	242	603	260	1255
02:00		2	166			68	106				
02:15		4	161			83	134				
02:30		6	186			66	136				
02:45		4	190	16	703	26	137	243	513	259	1216
03:00		4	186			25	148				
03:15		1	204			12	162				
03:30		4	200			8	160				
03:45		7	214	16	804	18	116	63	586	79	1390
04:00		2	**209**			20	160				
04:15		3	**240**			21	146				
04:30		13	**250**			41	126				
04:45		10	**232**	28	931	20	138	102	570	130	1501
05:00		9	207			28	136				
05:15		11	236			46	134				
05:30		12	228			58	126				
05:45		20	204	52	875	50	134	182	530	234	1405
06:00		23	192			59	103				
06:15		41	178			64	130				
06:30		44	166			64	112				
06:45		72	159	180	695	88	90	275	435	455	1130
07:00		62	133			108	105				
07:15		108	142			126	88				
07:30		96	176			**154**	67				
07:45		124	158	390	609	**156**	92	544	352	934	961
08:00		86	158			**156**	82				
08:15		122	166			**138**	80				
08:30		107	122			115	81				
08:45		90	120	405	566	131	68	540	311	945	877
09:00		98	89			91	95				
09:15		105	110			105	74				
09:30		104	72			112	50				
09:45		114	170	421	441	91	50	399	269	820	710
10:00		125	141			113	58				
10:15		121	140			119	32				
10:30		110	121			116	46				
10:45		126	90	482	492	108	30	456	166	938	658
11:00		**158**	134			131	34				
11:15		**165**	75			146	24				
11:30		**148**	62			140	26				
11:45		**171**	56	642	327	147	16	564	100	1206	427
Total		2685	7754	2685	7754	3872	5011	3872	5011	6557	12765
Combined Total		10439		10439		8883		8883		19322	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	642	-	-	-	604	-	-	-	-	-
P.H.F.		0.939				0.968					
PM Peak	-	-	04:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	931	-	-	-	633	-	-	-	-
P.H.F.			0.931				0.971				
Percentage		25.7%	74.3%			43.6%	56.4%				
ADT/AADT		ADT 19,322		AADT 19,322							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Menifee
Scott Road
B/ Haun Road - Interstate 215 Northbound Ramps
24 Hour Directional Volume Count

MEN004
Site Code: 122-24547

Start Time	6/4/24 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		70	265			26	246				
12:15		69	224			14	234				
12:30		51	234			8	240				
12:45		76	237	266	960	8	275	56	995	322	1955
01:00		58	253			9	271				
01:15		64	263			8	305				
01:30		75	261			7	282				
01:45		62	248	259	1025	10	264	34	1122	293	2147
02:00		72	259			8	290				
02:15		83	258			8	277				
02:30		68	267			12	316				
02:45		32	303	255	1087	14	334	42	1217	297	2304
03:00		28	311			9	294				
03:15		25	**332**			14	290				
03:30		30	**300**			28	318				
03:45		30	**306**	113	1249	21	**338**	72	1240	185	2489
04:00		52	**348**			28	**340**				
04:15		61	321			40	**345**				
04:30		90	288			70	**358**				
04:45		51	304	254	1261	76	333	214	1376	468	2637
05:00		74	333			70	336				
05:15		115	298			61	328				
05:30		138	280			107	346				
05:45		132	298	459	1209	124	294	362	1304	821	2513
06:00		128	268			98	280				
06:15		178	288			124	266				
06:30		222	259			158	226				
06:45		194	200	722	1015	184	230	564	1002	1286	2017
07:00		250	200			165	195				
07:15		264	157			232	230				
07:30		**292**	164			242	235				
07:45		**238**	151	1044	672	266	244	905	904	1949	1576
08:00		**288**	142			223	234				
08:15		**282**	142			198	223				
08:30		228	158			216	174				
08:45		218	118	1016	560	163	188	800	819	1816	1379
09:00		184	148			195	150				
09:15		194	102			180	174				
09:30		180	92			204	145				
09:45		218	88	776	430	202	224	781	693	1557	1123
10:00		197	112			192	205				
10:15		216	76			194	174				
10:30		206	90			194	172				
10:45		212	64	831	342	206	169	786	720	1617	1062
11:00		216	66			**244**	186				
11:15		254	48			**245**	101				
11:30		215	40			**235**	81				
11:45		224	32	909	186	**276**	74	1000	442	1909	628
Total		6904	9996	6904	9996	5616	11834	5616	11834	12520	21830
Combined Total		16900		16900		17450		17450		34350	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	1100	-	-	-	1000	-	-	-	-	-
P.H.F.		0.942				0.906					
PM Peak	-	-	03:15	-	-	-	03:45	-	-	-	-
Vol.	-	-	1286	-	-	-	1381	-	-	-	-
P.H.F.			0.924				0.964				
Percentage		40.9%	59.1%			32.2%	67.8%				
ADT/AADT		ADT 34,350		AADT 34,350							

Location: 215 N/B @ SCOTT ROAD
System:
Master At:
District: 08
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
4/9/2024	12/7/2006			7/15/2010

			FLASH
PHASE	1)		[ ]
	2)	EASTBOUND SCOTT ROAD	[ ]
	3)		[ ]
	4)	I-215 NB OFF RAMP TO WB SCOTT RD	[ ]
	5)	E/B SCOTT RD-LEFT TO N/B 215	[ ]
	6)	WESTBOUND SCOTT ROAD	[ ]
	7)		[ ]
	8)	I-215 NB OFF RAMP TO EB SCOTT RD	[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layou

Comments and Notes:
S/N: 812070747 (2010)
Update Timing
Implement LPI

RAM Checksum

Page 2: 3CF0	Page 8: 85AF
Page 3: 8898	Page 9: D2FD
Page 4: F29E	Page 10: 13EB
Page 5: 191A	Page 11: 3B99
Page 6: 191A	Page 12: D68F
Page 7: 398C	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . 4 5 6 . 8
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	. 2 . 4 5 6 . 8
Pedestrian Calls	. . . . . 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	. . . . . 6 . .

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

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

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

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	4	0	0
Flash Don't Walk	0	0	0	0	0	38	0	0
Minimum Green	0	6	0	7	10	10	0	6
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	45	0	30	25	40	0	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Maximum Gap	0.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Minimum Gap	0.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	5.0	3.7	5.0	3.0	4.5
All-Red	0.0	1.0	0.0	1.0	1.0	1.0	0.0	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	3	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

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: 1-9
15 or 254 = Flash
14 or 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

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	.....	.....	.....	.....	.....	.....	.....	.....

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	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)	
Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

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

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

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

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			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

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

Daylight Saving (8-6)

Enabled	YES

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

COMMUNICATIONS

C2 (6-1-1)	
Address	3
Protocol	AB3418
Access Level	7
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	5
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	1

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										
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)

Primary Port	Secondary Port	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)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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

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	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

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

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

Access Utilities (9-5)	
Password	***
Timeout	30

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

Location: 215 S/B @ SCOTT ROAD
System:
Master At:
District: 08
I/C:
Designed By:
Installed By: SAFWAN SAYED
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
4/9/2024	12/7/2006			7/15/2010

Intersection Layou

			FLASH
PHASE	1)		[ ]
	2)	EASTBOUND SCOTT ROAD	[ ]
	3)		[ ]
	4)	I-215 SOUTHBOUND OFF RAMP	[ ]
	5)		[ ]
	6)	WESTBOUND SCOTT ROAD	[ ]
	7)		[ ]
	8)		[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Comments and Notes:
SN: 816031814 (2010)
Update Timing
Implement LPI

RAM Checksum

Page 2: 2DA6	Page 8: 85AF
Page 3: 5B3B	Page 9: D2FD
Page 4: F29E	Page 10: BB69
Page 5: 191A	Page 11: 3B99
Page 6: 191A	Page 12: D68F
Page 7: 30D3	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 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	. 2 . 4 . 6 . .
Pedestrian Calls	. . . . . 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	. . . . . 6 . .

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

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

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

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	4	0	0
Flash Don't Walk	0	0	0	0	0	43	0	0
Minimum Green	0	12	0	10	0	14	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	25	0	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Maximum Gap	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Gap	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	4.5	3.0	5.0	3.0	3.0
All-Red	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0

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	3	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

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: 1-9
15 or 254 = Flash
14 or 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

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	.....	.....	.....	.....	.....	.....	.....	.....

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	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)

Det	Type	Phases	Lock	Slot
1	COUNT+CALL+EXTEND	1	NO	I1U
2	COUNT+CALL+EXTEND	1	NO	I1L
3	COUNT+CALL+EXTEND	. 2	NO	I2U
4	COUNT+CALL+EXTEND	. 2	NO	I2L
5	COUNT+CALL+EXTEND	. 2	NO	I3U
6	COUNT+CALL+EXTEND	. 2	NO	I3L
7	COUNT+CALL+EXTEND	. 2	NO	I4U
8	COUNT+CALL+EXTEND	. 2	NO	I4L
9	COUNT+CALL+EXTEND	. . 3	NO	I5U
10	COUNT+CALL+EXTEND	. . 3	NO	I5L
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L
17	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I9U
18	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I9L
19	COUNT+CALL+EXTEND	. 2	NO	I10U
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L
21	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1U
22	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J1L
23	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J2U
24	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J2L
25	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J3U
26	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J3L
27	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J4U
28	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J4L
29	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5U
30	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J5L
31	COUNT+CALL+EXTEND	 8	NO	J6U
32	COUNT+CALL+EXTEND	 8	NO	J6L
33	COUNT+CALL+EXTEND	 8	NO	J7U
34	COUNT+CALL+EXTEND	 8	NO	J7L
35	COUNT+CALL+EXTEND	 8	NO	J8U
36	COUNT+CALL+EXTEND	 8	NO	J8L
37	COUNT+CALL+EXTEND	. . . . 5 . .	NO	J9U
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L
39	COUNT+CALL+EXTEND	. . . . . 6 .	NO	J10U
40	COUNT+CALL+EXTEND	 8	NO	J10L
41	PEDESTRIAN	. 2	NO	I12U
42	PEDESTRIAN	. . . 4 . . .	NO	I12L
43	PEDESTRIAN	. . . . . 6 .	NO	I13U
44	PEDESTRIAN	 8	NO	I13L

Detector Configuration (5-2)

Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

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

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

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

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			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

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

Daylight Saving (8-6)

Enabled	YES

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

COMMUNICATIONS

C2 (6-1-1)	
Address	2
Protocol	AB3418
Access Level	7
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	2
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	51	.	6
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	51	.	255
Gateway	172	.	25	.	51	.	1

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										
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)

Primary Port	Secondary Port	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)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

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

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	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

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

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

Access Utilities (9-5)	
Password	***
Timeout	30

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	100 7230
Name	
Location	

1.2 Unit Setup

Auto Ped Clear	Enabled
Red Revert	2
Min Yellow Time	3.6
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,3,4,5,6,7,8,9,10,1 1,12,13,14,15,16
Start Ped Call	1,2,3,4,5,6,7,8,9,10,1 1,12,13,14,15,16

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	3	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	2,6

Program Type	McCain Omni eX
Firmware	1.10
Street 1	
Street 2	
Last Modified	8/18/20 10:27 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	Begin 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								
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8								
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	5	2	2	2	2
Enabled	X	X	X	X	X	X		
Ring1	X	X	X	X				
Ring2					X	X		
Ring3								
Ring4								

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

6.5 Day Plan 1

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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	14	0	0	0	0	0	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	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#	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

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
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								

6.6 Action Parameters	1	2	3	4	5	6	7	8
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	9	10	11	12	13	14	15	16
Pattern	0	0	0	0	0	14	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	Start Logging	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	Start Logging	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	Start	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

Transparity Timing Sheets

Organization
Men-Scott Rd at Haun > Communications > Comm Addresses

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	10.241.11.100	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.241.11.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8006	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

2.3 Phase Sequence 1

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

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	9	10	11	12	13	14	15	16
Sequence	1	1	1	1	1	14	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								

Organization
Men-Scott Rd at Haun > Preemption > Preempts

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	1,6	3		
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking								
Override Flash								
Override +1	X	X						
Flash Dwell	X							
Enter All Red								
Ignore No Backup								
Max Presence Flash			X	X	X	X		
Track Green	10	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	255	255	255	255	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	0	0	05	05	05	05	0	0
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	32	32	32	32	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

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day Plan |
|---|---|---

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				
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				
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																																
TS2 Diagnostics																																
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	3	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps																

Transparity®

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	6	10	8	8	6	10	0	0
Passage	2.0	4.0	3.0	3.0	2.0	4.0	0.0	0.0
Max 1	25	45	30	30	25	45	0	0
Max 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	5.2	4.1	5.2	3.6	5.2	0.0	0.0
Red Clear	1.0	2.0	2.0	2.0	1.0	2.0	0.0	0.0
Walk	0	7	7	7	0	7	0	0
Ped Clear	0	32	31	26	0	22	0	0
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	2.0	3.0	3.0	3.0	2.0	3.0	0.0	0.0
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	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
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

Temp 45 per city
Remove after 10/9/23 Jerrie this.

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~~	~~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								

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Michael Baker
INTERNATIONAL

Appendix C: Existing Synchro Worksheets

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	174	0	215	1	0	0	134	187	1	1	171	141
Future Vol, veh/h	174	0	215	1	0	0	134	187	1	1	171	141
Peak Hour Factor	0.84	0.25	0.91	0.25	0.25	0.25	0.70	0.87	0.25	0.25	0.78	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	207	0	236	4	0	0	191	215	4	4	219	183
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	14.2	11.9	15.3	14.2
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	1%	0%
Vol Thru, %	0%	99%	0%	100%	0%	0%	99%	0%
Vol Right, %	0%	1%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	188	174	0	215	1	172	141
LT Vol	134	0	174	0	0	1	1	0
Through Vol	0	187	0	0	0	0	171	0
RT Vol	0	1	0	0	215	0	0	141
Lane Flow Rate	191	219	207	0	236	4	223	183
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.403	0.43	0.423	0	0.402	0.01	0.443	0.327
Departure Headway (Hd)	7.581	7.068	7.349	6.841	6.13	9.101	7.147	6.431
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	506	489	0	584	396	500	555
Service Time	5.373	4.859	5.126	4.618	3.906	6.801	4.941	4.223
HCM Lane V/C Ratio	0.404	0.433	0.423	0	0.404	0.01	0.446	0.33
HCM Control Delay	15.5	15.2	15.5	9.6	13	11.9	15.6	12.4
HCM Lane LOS	C	C	C	N	B	B	C	B
HCM 95th-tile Q	1.9	2.1	2.1	0	1.9	0	2.2	1.4

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	130	1	0	1	138	291	2	0	413	21
Future Vol, veh/h	8	0	130	1	0	1	138	291	2	0	413	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	74	25	25	25	75	78	50	25	91	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	176	4	0	4	184	373	4	0	454	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1199	1199	454	1309	1245	375	502	0	0	-	-	0
Stage 1	454	454	-	743	743	-	-	-	-	-	-	-
Stage 2	745	745	-	566	502	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	162	185	606	136	174	671	1062	-	-	0	-	-
Stage 1	586	569	-	407	422	-	-	-	-	0	-	-
Stage 2	406	421	-	509	542	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	140	153	606	84	144	671	1062	-	-	-	-	-
Mov Cap-2 Maneuver	241	261	-	139	227	-	-	-	-	-	-	-
Stage 1	485	569	-	337	349	-	-	-	-	-	-	-
Stage 2	334	348	-	361	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	21.2	3	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBT	SBR
Capacity (veh/h)	1062	-	-	241	606	230	-	-
HCM Lane V/C Ratio	0.173	-	-	0.066	0.29	0.035	-	-
HCM Control Delay (s)	9.1	-	-	21	13.3	21.2	-	-
HCM Lane LOS	A	-	-	C	B	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	1.2	0.1	-	-

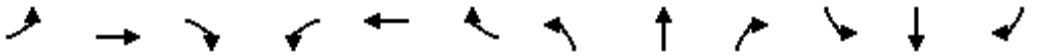
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↱
Traffic Vol, veh/h	4	0	6	0	0	5	14	417	2	2	571	11
Future Vol, veh/h	4	0	6	0	0	5	14	417	2	2	571	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	50	25	25	63	35	83	50	25	95	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	12	0	0	8	40	502	4	8	601	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1205	1203	601	1215	1217	504	617	0	0	506	0	0
Stage 1	617	617	-	584	584	-	-	-	-	-	-	-
Stage 2	588	586	-	631	633	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	161	184	500	158	181	568	963	-	-	1059	-	-
Stage 1	477	481	-	498	498	-	-	-	-	-	-	-
Stage 2	495	497	-	469	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	150	171	500	146	169	568	963	-	-	1059	-	-
Mov Cap-2 Maneuver	150	171	-	146	169	-	-	-	-	-	-	-
Stage 1	449	475	-	469	469	-	-	-	-	-	-	-
Stage 2	460	468	-	452	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	11.4	0.7	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	963	-	-	259	568	1059	-	-
HCM Lane V/C Ratio	0.042	-	-	0.077	0.014	0.008	-	-
HCM Control Delay (s)	8.9	0	-	20.1	11.4	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-



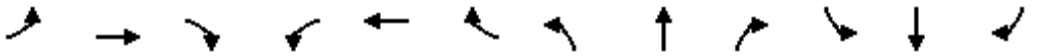
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	630	106	59	534	331	52	48	27	445	100	42
Future Volume (veh/h)	49	630	106	59	534	331	52	48	27	445	100	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	670	151	76	621	389	88	60	40	312	321	48
Peak Hour Factor	0.61	0.94	0.70	0.78	0.86	0.85	0.59	0.80	0.68	0.98	0.81	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	879	198	106	1080	482	168	176	149	433	386	58
Arrive On Green	0.06	0.30	0.30	0.06	0.30	0.30	0.09	0.09	0.09	0.24	0.24	0.24
Sat Flow, veh/h	1781	2882	649	1781	3554	1585	1781	1870	1585	1781	1590	238
Grp Volume(v), veh/h	80	413	408	76	621	389	88	60	40	312	0	369
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1585	1781	1870	1585	1781	0	1828
Q Serve(g_s), s	3.7	17.7	17.7	3.5	12.4	19.0	4.0	2.5	2.0	13.5	0.0	16.1
Cycle Q Clear(g_c), s	3.7	17.7	17.7	3.5	12.4	19.0	4.0	2.5	2.0	13.5	0.0	16.1
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	108	542	535	106	1080	482	168	176	149	433	0	444
V/C Ratio(X)	0.74	0.76	0.76	0.72	0.58	0.81	0.53	0.34	0.27	0.72	0.00	0.83
Avail Cap(c_a), veh/h	191	751	741	182	1485	662	657	690	585	632	0	648
HCM Platoon Ratio	1.00	1.00	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	38.8	26.4	26.4	38.8	24.7	27.0	36.3	35.6	35.4	29.2	0.0	30.2
Incr Delay (d2), s/veh	9.7	3.0	3.1	8.8	0.5	5.2	2.5	1.1	1.0	2.3	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.3	7.2	1.7	4.8	7.2	1.7	1.1	0.8	5.5	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	29.5	29.6	47.6	25.1	32.2	38.8	36.8	36.3	31.5	0.0	36.2
LnGrp LOS	D	C	C	D	C	C	D	D	D	C	A	D
Approach Vol, veh/h		901			1086			188			681	
Approach Delay, s/veh		31.2			29.2			37.6			34.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	32.8		27.6	9.7	32.7		14.0				
Change Period (Y+Rc), s	4.6	7.2		7.2	4.6	7.2		6.1				
Max Green Setting (Gmax), s	8.6	35.5		29.8	9.0	35.1		31.0				
Max Q Clear Time (g_c+I1), s	5.5	19.7		18.1	5.7	21.0		6.0				
Green Ext Time (p_c), s	0.0	4.3		2.3	0.0	4.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	31.6	
HCM 6th LOS	C	

Notes

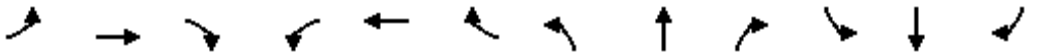
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	612	486	0	766	534	0	0	0	478	0	152
Future Volume (vph)	0	612	486	0	766	534	0	0	0	478	0	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.90	0.90	0.25	0.84	0.89	0.25	0.25	0.25	0.82	0.25	0.75
Adj. Flow (vph)	0	680	540	0	912	600	0	0	0	583	0	203
RTOR Reduction (vph)	0	0	0	0	0	178	0	0	0	0	0	147
Lane Group Flow (vph)	0	680	540	0	912	422	0	0	0	583	0	56
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		27.0	27.0		23.9	39.2				15.3		15.3
Effective Green, g (s)		27.0	27.0		23.9	39.2				15.3		15.3
Actuated g/C Ratio		0.48	0.48		0.43	0.70				0.27		0.27
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		1712	765		1515	1112				941		764
v/s Ratio Prot		0.19	c0.34		0.26	0.10				c0.17		
v/s Ratio Perm						0.16						0.02
v/c Ratio		0.40	0.71		0.60	0.38				0.62		0.07
Uniform Delay, d1		9.2	11.3		12.3	3.4				17.7		15.0
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	2.4		0.5	0.1				0.9		0.0
Delay (s)		9.3	13.7		12.8	3.4				18.6		15.0
Level of Service		A	B		B	A				B		B
Approach Delay (s)		11.2			9.1			0.0			17.6	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	55.8	Sum of lost time (s)	15.5
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	933	0	0	1133	388	0	0	285	0	0	225
Future Volume (vph)	138	933	0	0	1133	388	0	0	285	0	0	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.84	0.83	0.25	0.25	0.88	0.92	0.25	0.25	0.94	0.25	0.25	0.88
Adj. Flow (vph)	164	1124	0	0	1288	422	0	0	303	0	0	256
RTOR Reduction (vph)	0	0	0	0	0	155	0	0	261	0	0	229
Lane Group Flow (vph)	164	1124	0	0	1288	267	0	0	42	0	0	27
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	12.3	53.4			33.4	41.1			8.2			7.7
Effective Green, g (s)	12.3	53.4			33.4	41.1			8.2			7.7
Actuated g/C Ratio	0.17	0.73			0.46	0.56			0.11			0.11
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	297	2721			1701	1019			337			316
v/s Ratio Prot	c0.09	c0.30			c0.35	c0.03			0.01			
v/s Ratio Perm						0.14						0.01
v/c Ratio	0.55	0.41			0.76	0.26			0.12			0.09
Uniform Delay, d1	27.9	3.8			16.5	8.2			29.2			29.5
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	2.2	0.1			2.0	0.1			0.2			0.1
Delay (s)	30.1	3.9			18.5	8.4			29.4			29.6
Level of Service	C	A			B	A			C			C
Approach Delay (s)		7.2			16.0			29.4			29.6	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	18.7
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	49.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	146	0	212	2	4	0	403	388	2	1	280	102
Future Vol, veh/h	146	0	212	2	4	0	403	388	2	1	280	102
Peak Hour Factor	0.83	0.25	0.77	0.50	0.50	0.25	0.88	0.91	0.25	0.25	0.84	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	176	0	275	4	8	0	458	426	8	4	333	124
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	18.5	13.9	74.5	31
HCM LOS	C	B	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	33%	0%	0%
Vol Thru, %	0%	99%	0%	100%	0%	67%	100%	0%
Vol Right, %	0%	1%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	403	390	146	0	212	6	281	102
LT Vol	403	0	146	0	0	2	1	0
Through Vol	0	388	0	0	0	4	280	0
RT Vol	0	2	0	0	212	0	0	102
Lane Flow Rate	458	434	176	0	275	12	337	124
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	1.064	0.947	0.417	0	0.559	0.035	0.794	0.268
Departure Headway (Hd)	8.363	7.846	8.691	8.177	7.457	10.849	8.669	7.947
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	435	465	417	0	487	332	422	455
Service Time	6.063	5.546	6.391	5.877	5.157	8.549	6.369	5.647
HCM Lane V/C Ratio	1.053	0.933	0.422	0	0.565	0.036	0.799	0.273
HCM Control Delay	90.4	57.7	17.5	10.9	19.2	13.9	37.4	13.5
HCM Lane LOS	F	F	C	N	C	B	E	B
HCM 95th-tile Q	14.9	11.3	2	0	3.4	0.1	7	1.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	60	2	0	1	102	805	3	1	466	5
Future Vol, veh/h	4	0	60	2	0	1	102	805	3	1	466	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	79	25	25	25	82	92	38	25	84	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	76	8	0	4	124	875	8	4	555	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1692	1694	555	1732	1698	879	563	0	0	883	0	0
Stage 1	563	563	-	1127	1127	-	-	-	-	-	-	-
Stage 2	1129	1131	-	605	571	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	74	93	531	69	92	347	1008	-	-	766	-	-
Stage 1	511	509	-	249	280	-	-	-	-	-	-	-
Stage 2	248	278	-	485	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	81	531	53	80	347	1008	-	-	766	-	-
Mov Cap-2 Maneuver	66	81	-	53	80	-	-	-	-	-	-	-
Stage 1	448	505	-	218	246	-	-	-	-	-	-	-
Stage 2	215	244	-	412	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	62.8	1.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1008	-	-	66	531	74	766	-	-
HCM Lane V/C Ratio	0.123	-	-	0.121	0.143	0.162	0.005	-	-
HCM Control Delay (s)	9.1	-	-	66.9	12.9	62.8	9.7	-	-
HCM Lane LOS	A	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.5	0.5	0	-	-

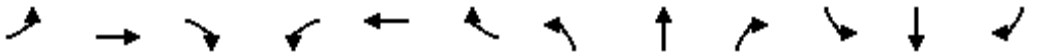
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↰	↱
Traffic Vol, veh/h	4	0	31	7	0	7	7	895	4	5	512	1
Future Vol, veh/h	4	0	31	7	0	7	7	895	4	5	512	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	55	88	25	44	58	93	50	42	89	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	56	8	0	16	12	962	8	12	575	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1597	1593	575	1619	1593	966	579	0	0	970	0	0
Stage 1	599	599	-	990	990	-	-	-	-	-	-	-
Stage 2	998	994	-	629	603	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	107	518	83	107	309	995	-	-	710	-	-
Stage 1	488	490	-	297	324	-	-	-	-	-	-	-
Stage 2	294	323	-	470	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	102	518	71	102	309	995	-	-	710	-	-
Mov Cap-2 Maneuver	78	102	-	71	102	-	-	-	-	-	-	-
Stage 1	475	478	-	289	316	-	-	-	-	-	-	-
Stage 2	272	315	-	408	476	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.9	34.4	0.1	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	995	-	-	305	146	710	-	-
HCM Lane V/C Ratio	0.012	-	-	0.211	0.163	0.017	-	-
HCM Control Delay (s)	8.7	0	-	19.9	34.4	10.2	0	-
HCM Lane LOS	A	A	-	C	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.6	0.1	-	-



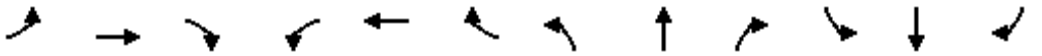
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	725	63	104	648	684	124	185	72	409	75	54
Future Volume (veh/h)	63	725	63	104	648	684	124	185	72	409	75	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	824	76	153	762	712	188	228	96	344	348	68
Peak Hour Factor	0.75	0.88	0.83	0.68	0.85	0.96	0.66	0.81	0.75	0.78	0.78	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	977	90	137	1116	498	270	284	240	445	380	74
Arrive On Green	0.06	0.30	0.30	0.08	0.31	0.31	0.15	0.15	0.15	0.25	0.25	0.25
Sat Flow, veh/h	1781	3289	303	1781	3554	1585	1781	1870	1585	1781	1520	297
Grp Volume(v), veh/h	84	445	455	153	762	712	188	228	96	344	0	416
Grp Sat Flow(s),veh/h/ln	1781	1777	1816	1781	1777	1585	1781	1870	1585	1781	0	1817
Q Serve(g_s), s	5.2	26.3	26.3	8.6	20.9	35.1	11.2	13.2	6.1	20.1	0.0	24.9
Cycle Q Clear(g_c), s	5.2	26.3	26.3	8.6	20.9	35.1	11.2	13.2	6.1	20.1	0.0	24.9
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	107	528	539	137	1116	498	270	284	240	445	0	454
V/C Ratio(X)	0.79	0.84	0.84	1.12	0.68	1.43	0.70	0.80	0.40	0.77	0.00	0.92
Avail Cap(c_a), veh/h	143	564	577	137	1116	498	494	519	440	475	0	484
HCM Platoon Ratio	1.00	1.00	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	51.8	36.9	36.9	51.6	33.5	38.3	45.0	45.8	42.8	39.0	0.0	40.8
Incr Delay (d2), s/veh	18.4	10.7	10.5	111.6	1.7	205.1	3.2	5.3	1.1	7.3	0.0	21.5
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	2.8	12.4	12.7	8.0	8.9	41.2	5.0	6.3	2.4	9.2	0.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	47.5	47.4	163.2	35.2	243.5	48.2	51.1	43.9	46.3	0.0	62.3
LnGrp LOS	E	D	D	F	D	F	D	D	D	D	A	E
Approach Vol, veh/h		984			1627			512			760	
Approach Delay, s/veh		49.4			138.4			48.7			55.0	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	40.4		35.1	11.3	42.3		23.1				
Change Period (Y+Rc), s	4.6	7.2		7.2	4.6	7.2		6.1				
Max Green Setting (Gmax), s	8.6	35.5		29.8	9.0	35.1		31.0				
Max Q Clear Time (g_c+I1), s	10.6	28.3		26.9	7.2	37.1		15.2				
Green Ext Time (p_c), s	0.0	3.0		1.0	0.0	0.0		1.8				

Intersection Summary			
HCM 6th Ctrl Delay		87.7	
HCM 6th LOS		F	

Notes

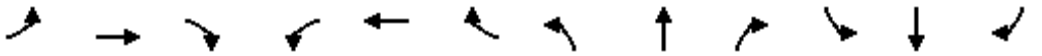
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	876	360	0	1175	346	0	0	0	476	0	232
Future Volume (vph)	0	876	360	0	1175	346	0	0	0	476	0	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.95	0.87	0.25	0.92	0.89	0.25	0.25	0.25	0.86	0.25	0.81
Adj. Flow (vph)	0	922	414	0	1277	389	0	0	0	553	0	286
RTOR Reduction (vph)	0	0	0	0	0	100	0	0	0	0	0	92
Lane Group Flow (vph)	0	922	414	0	1277	289	0	0	0	553	0	194
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		34.2	34.2		31.2	47.5				16.3		16.3
Effective Green, g (s)		34.2	34.2		31.2	47.5				16.3		16.3
Actuated g/C Ratio		0.53	0.53		0.49	0.74				0.25		0.25
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		1891	845		1725	1174				874		709
v/s Ratio Prot		0.26	c0.26		c0.36	0.06				c0.16		
v/s Ratio Perm						0.12						0.07
v/c Ratio		0.49	0.49		0.74	0.25				0.63		0.27
Uniform Delay, d1		9.4	9.4		13.2	2.6				21.2		19.1
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	0.2		1.5	0.0				1.1		0.1
Delay (s)		9.5	9.6		14.7	2.6				22.3		19.2
Level of Service		A	A		B	A				C		B
Approach Delay (s)		9.5			11.9			0.0			21.2	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	1162	0	0	966	406	0	0	617	0	0	563
Future Volume (vph)	191	1162	0	0	966	406	0	0	617	0	0	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	201	1223	0	0	1017	427	0	0	649	0	0	593
RTOR Reduction (vph)	0	0	0	0	0	132	0	0	124	0	0	448
Lane Group Flow (vph)	201	1223	0	0	1017	295	0	0	525	0	0	145
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	18.5	60.6			37.4	61.8			24.9			24.4
Effective Green, g (s)	18.5	60.6			37.4	61.8			24.9			24.4
Actuated g/C Ratio	0.18	0.61			0.37	0.62			0.25			0.24
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	327	2255			1391	1072			748			733
v/s Ratio Prot	c0.11	0.33			c0.27	0.07			c0.17			
v/s Ratio Perm						0.12						0.05
v/c Ratio	0.61	0.54			0.73	0.28			0.70			0.20
Uniform Delay, d1	37.5	11.6			27.0	8.8			34.2			30.1
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	3.4	0.3			2.0	0.1			3.0			0.1
Delay (s)	40.9	11.9			29.0	9.0			37.2			30.2
Level of Service	D	B			C	A			D			C
Approach Delay (s)		16.0			23.1			37.2			30.2	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.1	Sum of lost time (s)	18.7
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Michael Baker
INTERNATIONAL

Appendix D:
Existing Plus Project Synchro Worksheets

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	174	0	220	2	0	0	136	190	2	1	177	141
Future Vol, veh/h	174	0	220	2	0	0	136	190	2	1	177	141
Peak Hour Factor	0.84	0.25	0.91	0.25	0.25	0.25	0.70	0.87	0.25	0.25	0.78	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	207	0	242	8	0	0	194	218	8	4	227	183
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	14.5	12.1	15.7	14.6
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	1%	0%
Vol Thru, %	0%	99%	0%	100%	0%	0%	99%	0%
Vol Right, %	0%	1%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	192	174	0	220	2	178	141
LT Vol	136	0	174	0	0	2	1	0
Through Vol	0	190	0	0	0	0	177	0
RT Vol	0	2	0	0	220	0	0	141
Lane Flow Rate	194	226	207	0	242	8	231	183
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.413	0.449	0.427	0	0.416	0.02	0.464	0.331
Departure Headway (Hd)	7.656	7.139	7.419	6.911	6.199	9.21	7.227	6.51
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	466	500	483	0	578	391	494	548
Service Time	5.453	4.936	5.201	4.692	3.98	6.91	5.024	4.306
HCM Lane V/C Ratio	0.416	0.452	0.429	0	0.419	0.02	0.468	0.334
HCM Control Delay	15.8	15.7	15.7	9.7	13.4	12.1	16.2	12.5
HCM Lane LOS	C	C	C	N	B	B	C	B
HCM 95th-tile Q	2	2.3	2.1	0	2	0.1	2.4	1.4

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	131	1	0	1	138	297	2	0	426	21
Future Vol, veh/h	8	0	131	1	0	1	138	297	2	0	426	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	74	25	25	25	75	78	50	25	91	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	177	4	0	4	184	381	4	0	468	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1221	1221	468	1332	1267	383	516	0	0	-	-	0
Stage 1	468	468	-	751	751	-	-	-	-	-	-	-
Stage 2	753	753	-	581	516	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	157	180	595	131	169	664	1050	-	-	0	-	-
Stage 1	575	561	-	403	418	-	-	-	-	0	-	-
Stage 2	402	417	-	499	534	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	149	595	80	139	664	1050	-	-	-	-	-
Mov Cap-2 Maneuver	236	257	-	132	222	-	-	-	-	-	-	-
Stage 1	474	561	-	332	345	-	-	-	-	-	-	-
Stage 2	330	344	-	351	534	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	22	3	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBT	SBR
Capacity (veh/h)	1050	-	-	236	595	220	-	-
HCM Lane V/C Ratio	0.175	-	-	0.068	0.298	0.036	-	-
HCM Control Delay (s)	9.2	-	-	21.4	13.6	22	-	-
HCM Lane LOS	A	-	-	C	B	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	1.2	0.1	-	-

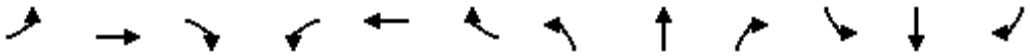
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↰	↱
Traffic Vol, veh/h	5	0	6	0	0	5	14	448	2	2	586	11
Future Vol, veh/h	5	0	6	0	0	5	14	448	2	2	586	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	50	25	25	63	35	83	50	25	95	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	12	0	0	8	40	540	4	8	617	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1259	1257	617	1269	1271	542	633	0	0	544	0	0
Stage 1	633	633	-	622	622	-	-	-	-	-	-	-
Stage 2	626	624	-	647	649	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	171	490	145	168	540	950	-	-	1025	-	-
Stage 1	468	473	-	474	479	-	-	-	-	-	-	-
Stage 2	472	478	-	460	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	137	159	490	134	156	540	950	-	-	1025	-	-
Mov Cap-2 Maneuver	137	159	-	134	156	-	-	-	-	-	-	-
Stage 1	440	467	-	446	450	-	-	-	-	-	-	-
Stage 2	437	449	-	443	460	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	11.8	0.6	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	950	-	-	226	540	1025	-	-
HCM Lane V/C Ratio	0.042	-	-	0.097	0.015	0.008	-	-
HCM Control Delay (s)	9	0	-	22.6	11.8	8.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-



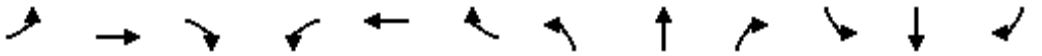
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	630	106	59	534	354	52	53	27	456	102	44
Future Volume (veh/h)	53	630	106	59	534	354	52	53	27	456	102	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	670	151	76	621	416	88	66	40	320	328	50
Peak Hour Factor	0.61	0.94	0.70	0.78	0.86	0.85	0.59	0.80	0.68	0.98	0.81	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	921	207	103	1118	499	161	169	143	437	389	59
Arrive On Green	0.06	0.32	0.32	0.06	0.31	0.31	0.09	0.09	0.09	0.25	0.25	0.25
Sat Flow, veh/h	1781	2882	649	1781	3554	1585	1781	1870	1585	1781	1585	242
Grp Volume(v), veh/h	87	413	408	76	621	416	88	66	40	320	0	378
Grp Sat Flow(s),veh/h/ln	1781	1777	1754	1781	1777	1585	1781	1870	1585	1781	0	1827
Q Serve(g_s), s	4.2	18.0	18.1	3.7	12.7	21.4	4.1	2.9	2.1	14.5	0.0	17.2
Cycle Q Clear(g_c), s	4.2	18.0	18.1	3.7	12.7	21.4	4.1	2.9	2.1	14.5	0.0	17.2
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	112	568	561	103	1118	499	161	169	143	437	0	449
V/C Ratio(X)	0.78	0.73	0.73	0.74	0.56	0.83	0.55	0.39	0.28	0.73	0.00	0.84
Avail Cap(c_a), veh/h	183	720	711	175	1424	635	630	662	561	606	0	621
HCM Platoon Ratio	1.00	1.00	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	40.5	26.4	26.4	40.6	24.9	27.9	38.1	37.6	37.2	30.4	0.0	31.4
Incr Delay (d2), s/veh	11.0	2.7	2.8	9.9	0.4	7.6	2.9	1.5	1.0	2.9	0.0	7.5
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	7.4	7.3	1.8	5.0	8.4	1.8	1.3	0.8	6.0	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	29.1	29.2	50.5	25.4	35.5	41.0	39.0	38.2	33.2	0.0	38.9
LnGrp LOS	D	C	C	D	C	D	D	D	D	C	A	D
Approach Vol, veh/h		908			1113			194			698	
Approach Delay, s/veh		31.3			30.9			39.7			36.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	35.2		28.7	10.1	34.8		14.0				
Change Period (Y+Rc), s	4.6	7.2		7.2	4.6	7.2		6.1				
Max Green Setting (Gmax), s	8.6	35.5		29.8	9.0	35.1		31.0				
Max Q Clear Time (g_c+I1), s	5.7	20.1		19.2	6.2	23.4		6.1				
Green Ext Time (p_c), s	0.0	4.2		2.3	0.0	4.2		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		32.9	
HCM 6th LOS		C	

Notes

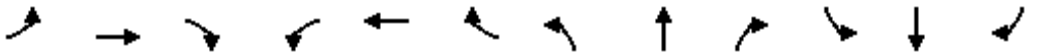
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	619	486	0	780	534	0	0	0	478	0	161
Future Volume (vph)	0	619	486	0	780	534	0	0	0	478	0	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.90	0.90	0.25	0.84	0.89	0.25	0.25	0.25	0.82	0.25	0.75
Adj. Flow (vph)	0	688	540	0	929	600	0	0	0	583	0	215
RTOR Reduction (vph)	0	0	0	0	0	178	0	0	0	0	0	156
Lane Group Flow (vph)	0	688	540	0	929	422	0	0	0	583	0	59
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		27.0	27.0		23.9	39.2				15.3		15.3
Effective Green, g (s)		27.0	27.0		23.9	39.2				15.3		15.3
Actuated g/C Ratio		0.48	0.48		0.43	0.70				0.27		0.27
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		1712	765		1515	1112				941		764
v/s Ratio Prot		0.19	c0.34		0.26	0.10				c0.17		
v/s Ratio Perm						0.16						0.02
v/c Ratio		0.40	0.71		0.61	0.38				0.62		0.08
Uniform Delay, d1		9.2	11.3		12.4	3.4				17.7		15.0
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	2.4		0.5	0.1				0.9		0.0
Delay (s)		9.3	13.7		12.9	3.4				18.6		15.0
Level of Service		A	B		B	A				B		B
Approach Delay (s)		11.2			9.2			0.0			17.6	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	55.8	Sum of lost time (s)	15.5
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	935	0	0	1138	388	0	0	285	0	0	234
Future Volume (vph)	142	935	0	0	1138	388	0	0	285	0	0	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.84	0.83	0.25	0.25	0.88	0.92	0.25	0.25	0.94	0.25	0.25	0.88
Adj. Flow (vph)	169	1127	0	0	1293	422	0	0	303	0	0	266
RTOR Reduction (vph)	0	0	0	0	0	142	0	0	258	0	0	238
Lane Group Flow (vph)	169	1127	0	0	1293	280	0	0	45	0	0	28
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	12.2	53.4			33.5	41.2			8.2			7.7
Effective Green, g (s)	12.2	53.4			33.5	41.2			8.2			7.7
Actuated g/C Ratio	0.17	0.73			0.46	0.56			0.11			0.11
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	295	2721			1707	1022			337			316
v/s Ratio Prot	c0.10	c0.30			c0.35	c0.03			0.01			
v/s Ratio Perm						0.15						0.01
v/c Ratio	0.57	0.41			0.76	0.27			0.13			0.09
Uniform Delay, d1	28.0	3.8			16.4	8.2			29.2			29.5
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	2.7	0.1			2.0	0.1			0.2			0.1
Delay (s)	30.7	3.9			18.4	8.4			29.4			29.7
Level of Service	C	A			B	A			C			C
Approach Delay (s)		7.4			15.9			29.4			29.7	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	18.7
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	7	427	32	14	544
Future Vol, veh/h	15	7	427	32	14	544
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	200	-	-	-	-
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	16	8	464	35	15	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1103	482	0	0	499	0
Stage 1	482	-	-	-	-	-
Stage 2	621	-	-	-	-	-
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	234	584	-	-	1065	-
Stage 1	621	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	229	584	-	-	1065	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	229	584	1065	-
HCM Lane V/C Ratio	-	-	0.071	0.013	0.014	-
HCM Control Delay (s)	-	-	21.9	11.2	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection	
Intersection Delay, s/veh	91
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	146	0	245	11	4	0	439	433	12	1	322	102
Future Vol, veh/h	146	0	245	11	4	0	439	433	12	1	322	102
Peak Hour Factor	0.83	0.25	0.77	0.50	0.50	0.25	0.88	0.91	0.25	0.25	0.84	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	176	0	318	22	8	0	499	476	48	4	383	124
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	22.5	15.7	146.2	51.4
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	73%	0%	0%
Vol Thru, %	0%	97%	0%	100%	0%	27%	100%	0%
Vol Right, %	0%	3%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	439	445	146	0	245	15	323	102
LT Vol	439	0	146	0	0	11	1	0
Through Vol	0	433	0	0	0	4	322	0
RT Vol	0	12	0	0	245	0	0	102
Lane Flow Rate	499	524	176	0	318	30	387	124
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	1.23	1.214	0.426	0	0.664	0.094	0.944	0.279
Departure Headway (Hd)	8.877	8.342	9.089	8.573	7.852	11.799	9.247	8.524
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	440	399	0	465	306	395	424
Service Time	6.58	6.045	6.789	6.273	5.552	9.499	6.947	6.224
HCM Lane V/C Ratio	1.205	1.191	0.441	0	0.684	0.098	0.98	0.292
HCM Control Delay	150.5	142.1	18.4	11.3	24.7	15.7	63.3	14.5
HCM Lane LOS	F	F	C	N	C	C	F	B
HCM 95th-tile Q	20.7	20.9	2.1	0	4.8	0.3	10.5	1.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	66	2	0	1	108	896	3	1	550	5
Future Vol, veh/h	4	0	66	2	0	1	108	896	3	1	550	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	79	25	25	25	82	92	38	25	84	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	84	8	0	4	132	974	8	4	655	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1907	1909	655	1951	1913	978	663	0	0	982	0	0
Stage 1	663	663	-	1242	1242	-	-	-	-	-	-	-
Stage 2	1244	1246	-	709	671	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	52	68	466	48	68	304	926	-	-	703	-	-
Stage 1	450	459	-	214	247	-	-	-	-	-	-	-
Stage 2	213	246	-	425	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	58	466	35	58	304	926	-	-	703	-	-
Mov Cap-2 Maneuver	45	58	-	35	58	-	-	-	-	-	-	-
Stage 1	386	455	-	183	212	-	-	-	-	-	-	-
Stage 2	180	211	-	346	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	98.4	1.1	0.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	45	466	50	703	-	-
HCM Lane V/C Ratio	0.142	-	-	0.178	0.179	0.24	0.006	-	-
HCM Control Delay (s)	9.5	-	-	101.6	14.4	98.4	10.2	-	-
HCM Lane LOS	A	-	-	F	B	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.6	0.6	0.8	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	31	7	0	7	7	1100	4	5	732	7
Future Vol, veh/h	10	0	31	7	0	7	7	1100	4	5	732	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	55	88	25	44	58	93	50	42	89	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	56	8	0	16	12	1183	8	12	822	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2061	822	2099	2085	1187	850	0	0	1191	0	0
Stage 1	846	846	-	1211	1211	-	-	-	-	-	-	-
Stage 2	1219	1215	-	888	874	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	55	374	38	53	230	788	-	-	586	-	-
Stage 1	357	378	-	223	255	-	-	-	-	-	-	-
Stage 2	220	254	-	338	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	50	374	30	49	230	788	-	-	586	-	-
Mov Cap-2 Maneuver	35	50	-	30	49	-	-	-	-	-	-	-
Stage 1	341	363	-	213	244	-	-	-	-	-	-	-
Stage 2	196	243	-	276	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	98.4	79.5	0.1	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	788	-	-	106	71	586	-	-
HCM Lane V/C Ratio	0.015	-	-	0.72	0.336	0.02	-	-
HCM Control Delay (s)	9.6	0	-	98.4	79.5	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	3.8	1.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	725	63	104	648	835	124	215	72	571	107	80
Future Volume (veh/h)	87	725	63	104	648	835	124	215	72	571	107	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	824	76	153	762	870	188	265	96	485	483	101
Peak Hour Factor	0.75	0.88	0.83	0.68	0.85	0.96	0.66	0.81	0.75	0.78	0.78	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	135	980	90	129	1047	467	302	317	268	445	375	78
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.30	0.30	0.07	0.29	0.29	0.17	0.17	0.17	0.25	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	94.4	50.8	50.6	194.7	40.3	438.8	48.1	55.5	44.6	113.5	0.0	189.9
Ln Grp LOS	F	D	D	F	D	F	D	E	D	F	A	F
Approach Vol, veh/h		1016			1785			549			1069	
Approach Delay, s/veh		55.7			247.8			51.0			155.2	
Approach LOS		E			F			D			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	9.0	10.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	13.2	42.7	26.3	37.0	13.6	42.3		
Change Period (Y+Rc), s	4.6	7.2	6.1	7.2	4.6	7.2		
Max Green (Gmax), s	8.6	35.5	31.0	29.8	9.0	35.1		
Max Allow Headway (MAH), s	3.7	4.9	4.3	4.3	3.7	4.4		
Max Q Clear (g_c+I1), s	10.6	30.0	18.3	31.8	9.7	37.1		
Green Ext Time (g_e), s	0.0	2.5	1.8	0.0	0.0	0.0		
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	0.98	1.00		
Prob of Max Out (p_x)	1.00	0.92	0.06	1.00	1.00	1.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3289	1870	1500		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		303	1585	314		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	153	0	188	485	116	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	8.6	0.0	11.7	29.8	7.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	8.6	0.0	11.7	29.8	7.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	129	0	302	445	135	0	0	0
V/C Ratio (X)	1.19	0.00	0.62	1.09	0.86	0.00	0.00	0.00
Avail Cap (c_a), veh/h	129	0	463	445	135	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	55.3	0.0	46.0	44.7	54.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	139.4	0.0	2.1	68.8	40.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	194.7	0.0	48.1	113.5	94.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.8	0.0	5.0	12.5	3.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	5.0	0.0	0.2	8.5	1.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	8.7	0.0	5.2	21.0	4.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.31	0.00	0.38	3.56	1.23	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	6.1	0.0	0.0	9.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T			T		
Lanes in Grp	0	1	1	0	0	2	0	0
Grp Vol (v), veh/h	0	445	265	0	0	762	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	28.0	16.3	0.0	0.0	22.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.0	16.3	0.0	0.0	22.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	529	317	0	0	1047	0	0
V/C Ratio (X)	0.00	0.84	0.84	0.00	0.00	0.73	0.00	0.00
Avail Cap (c_a), veh/h	0	529	487	0	0	1047	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	39.2	47.9	0.0	0.0	37.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.6	7.6	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.8	55.5	0.0	0.0	40.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.7	7.4	0.0	0.0	9.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.7	0.0	0.0	0.4	0.0	0.0

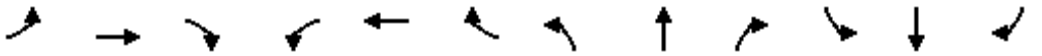
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.4	8.1	0.0	0.0	10.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.48	0.00	0.00	0.33	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	455	96	584	0	870	0	0
Grp Sat Flow (s), veh/h/ln	0	1816	1585	1814	0	1585	0	0
Q Serve Time (g_s), s	0.0	28.0	6.4	29.8	0.0	35.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.0	6.4	29.8	0.0	35.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	1.00	0.17	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	541	268	454	0	467	0	0
V/C Ratio (X)	0.00	0.84	0.36	1.29	0.00	1.86	0.00	0.00
Avail Cap (c_a), veh/h	0	541	412	454	0	467	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	39.2	43.8	44.7	0.0	42.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.4	0.8	145.2	0.0	396.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.6	44.6	189.9	0.0	438.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.0	2.4	12.7	0.0	13.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.1	18.3	0.0	51.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.7	2.5	31.0	0.0	64.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.18	0.31	0.00	6.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	32.6	0.0	100.8	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	156.8
HCM 6th LOS	F

Notes

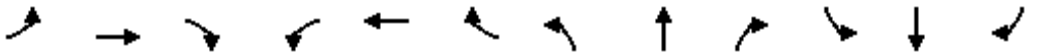
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	973	360	0	1265	346	0	0	0	476	0	292
Future Volume (vph)	0	973	360	0	1265	346	0	0	0	476	0	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.95	0.87	0.25	0.92	0.89	0.25	0.25	0.25	0.86	0.25	0.81
Adj. Flow (vph)	0	1024	414	0	1375	389	0	0	0	553	0	360
RTOR Reduction (vph)	0	0	0	0	0	93	0	0	0	0	0	80
Lane Group Flow (vph)	0	1024	414	0	1375	296	0	0	0	553	0	280
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		38.1	38.1		35.1	52.4				17.3		17.3
Effective Green, g (s)		38.1	38.1		35.1	52.4				17.3		17.3
Actuated g/C Ratio		0.55	0.55		0.51	0.76				0.25		0.25
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		1956	875		1802	1203				861		699
v/s Ratio Prot		c0.29	0.26		c0.39	0.06				c0.16		
v/s Ratio Perm						0.13						0.10
v/c Ratio		0.52	0.47		0.76	0.25				0.64		0.40
Uniform Delay, d1		9.7	9.3		13.6	2.4				23.0		21.5
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	0.1		1.8	0.0				1.2		0.1
Delay (s)		9.8	9.5		15.3	2.5				24.3		21.6
Level of Service		A	A		B	A				C		C
Approach Delay (s)		9.7			12.5			0.0			23.2	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	68.9	Sum of lost time (s)	15.5
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1194	0	0	996	406	0	0	617	0	0	623
Future Volume (vph)	256	1194	0	0	996	406	0	0	617	0	0	623
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	269	1257	0	0	1048	427	0	0	649	0	0	656
RTOR Reduction (vph)	0	0	0	0	0	108	0	0	131	0	0	504
Lane Group Flow (vph)	269	1257	0	0	1048	319	0	0	518	0	0	152
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	24.1	73.4			41.5	67.2			26.2			25.7
Effective Green, g (s)	24.1	73.4			41.5	67.2			26.2			25.7
Actuated g/C Ratio	0.22	0.66			0.37	0.60			0.24			0.23
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	383	2460			1391	1042			709			695
v/s Ratio Prot	c0.15	c0.34			c0.28	0.07			c0.17			
v/s Ratio Perm						0.13						0.05
v/c Ratio	0.70	0.51			0.75	0.31			0.73			0.22
Uniform Delay, d1	40.2	9.7			30.3	10.6			39.2			34.6
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	5.7	0.2			2.4	0.2			3.9			0.2
Delay (s)	45.9	9.8			32.7	10.8			43.1			34.7
Level of Service	D	A			C	B			D			C
Approach Delay (s)		16.2			26.4			43.1			34.7	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	111.1	Sum of lost time (s)	18.7
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	181.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	227	97	930	211	90	528
Future Vol, veh/h	227	97	930	211	90	528
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	200	-	-	-	-
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	247	105	1011	229	98	574

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1896	1126	0	0	1240	0
Stage 1	1126	-	-	-	-	-
Stage 2	770	-	-	-	-	-
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	~ 76	249	-	-	562	-
Stage 1	310	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 57	249	-	-	562	-
Mov Cap-2 Maneuver	~ 57	-	-	-	-	-
Stage 1	310	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1160.8	0	1.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	57	249	562	-
HCM Lane V/C Ratio	-	-	4.329	0.423	0.174	-
HCM Control Delay (s)	-	-	$ 1644.2	29.7	12.8	0
HCM Lane LOS	-	-	F	D	B	A
HCM 95th %tile Q(veh)	-	-	27.1	2	0.6	-

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

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Michael Baker
INTERNATIONAL

Appendix E: Opening Year 2026 Without Project Synchro Worksheets

Intersection	
Intersection Delay, s/veh	95.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	188	1	294	2	1	1	194	382	2	3	452	150
Future Vol, veh/h	188	1	294	2	1	1	194	382	2	3	452	150
Peak Hour Factor	0.84	0.25	0.91	0.25	0.25	0.25	0.70	0.87	0.25	0.25	0.78	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	224	4	323	8	4	4	277	439	8	12	579	195
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	24.2	15.4	64.7	176.2
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	50%	1%	0%
Vol Thru, %	0%	99%	0%	100%	0%	25%	99%	0%
Vol Right, %	0%	1%	0%	0%	100%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	384	188	1	294	4	455	150
LT Vol	194	0	188	0	0	2	3	0
Through Vol	0	382	0	1	0	1	452	0
RT Vol	0	2	0	0	294	1	0	150
Lane Flow Rate	277	447	224	4	323	16	591	195
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.682	1.037	0.539	0.009	0.67	0.049	1.425	0.43
Departure Headway (Hd)	9.617	9.096	9.303	8.784	8.058	12.091	8.804	8.08
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	380	402	389	410	452	298	420	448
Service Time	7.317	6.796	7.003	6.484	5.758	9.791	6.504	5.78
HCM Lane V/C Ratio	0.729	1.112	0.576	0.01	0.715	0.054	1.407	0.435
HCM Control Delay	30.6	85.8	22.4	11.6	25.6	15.4	228.7	16.7
HCM Lane LOS	D	F	C	B	D	C	F	C
HCM 95th-tile Q	4.9	13.4	3.1	0	4.8	0.2	29.2	2.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	59	144	22	15	10	147	529	69	48	723	25
Future Vol, veh/h	16	59	144	22	15	10	147	529	69	48	723	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	74	25	25	25	75	78	50	25	91	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	236	195	88	60	40	196	678	138	192	795	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2368	2387	795	2562	2375	747	852	0	0	816	0	0
Stage 1	1179	1179	-	1139	1139	-	-	-	-	-	-	-
Stage 2	1189	1208	-	1423	1236	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 24	~ 34	388	~ 18	~ 35	413	787	-	-	812	-	-
Stage 1	232	264	-	245	276	-	-	-	-	-	-	-
Stage 2	229	256	-	169	248	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 14	388	-	~ 14	413	787	-	-	812	-	-
Mov Cap-2 Maneuver	-	~ 14	-	-	~ 14	-	-	-	-	-	-	-
Stage 1	174	~ 144	-	184	207	-	-	-	-	-	-	-
Stage 2	110	~ 192	-	-	135	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2.1	2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	787	-	-	-	25	-	812	-	-
HCM Lane V/C Ratio	0.249	-	-	-	17.224	-	0.236	-	-
HCM Control Delay (s)	11.1	-	-	-	$ 7599.5	-	10.8	-	-
HCM Lane LOS	B	-	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	1	-	-	-	53.7	-	0.9	-	-

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

Intersection	
Int Delay, s/veh	337.5

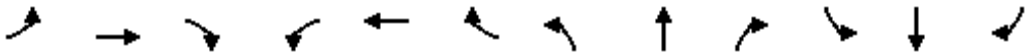
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↱
Traffic Vol, veh/h	72	0	87	0	0	5	43	788	2	2	867	34
Future Vol, veh/h	72	0	87	0	0	5	43	788	2	2	867	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	50	25	25	63	35	83	50	25	95	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	144	0	174	0	0	8	123	949	4	8	913	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2130	2128	913	2238	2175	951	962	0	0	953	0	0
Stage 1	929	929	-	1197	1197	-	-	-	-	-	-	-
Stage 2	1201	1199	-	1041	978	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 36	50	331	30	46	315	715	-	-	721	-	-
Stage 1	321	346	-	227	259	-	-	-	-	-	-	-
Stage 2	226	259	-	278	329	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 25	31	331	10	28	315	715	-	-	721	-	-
Mov Cap-2 Maneuver	~ 25	31	-	10	28	-	-	-	-	-	-	-
Stage 1	204	338	-	144	164	-	-	-	-	-	-	-
Stage 2	~ 140	164	-	129	321	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	2512.7	16.7	1.3	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	715	-	-	51	315	721	-	-
HCM Lane V/C Ratio	0.172	-	-	6.235	0.025	0.011	-	-
HCM Control Delay (s)	11.1	0	-	$ 2512.7	16.7	10	0	-
HCM Lane LOS	B	A	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0.6	-	-	36.6	0.1	0	-	-

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)	187	671	110	61	561	1124	54	124	28	1014	161	129
Future Volume (veh/h)	187	671	110	61	561	1124	54	124	28	1014	161	129
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	714	157	78	652	1322	92	155	41	690	681	147
Peak Hour Factor	0.61	0.94	0.70	0.78	0.86	0.85	0.59	0.80	0.68	0.98	0.81	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	144	989	217	100	1124	501	193	202	171	478	400	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.34	0.34	0.06	0.32	0.32	0.11	0.11	0.11	0.27	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	580.0	36.1	36.2	69.3	32.5	780.6	48.4	54.1	46.0	251.4	0.0	365.1
Ln Grp LOS	F	D	D	E	C	F	D	D	D	F	A	F
Approach Vol, veh/h		1178			2052			288			1518	
Approach Delay, s/veh		177.9			515.8			51.1			313.4	
Approach LOS		F			F			D			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	9.0	10.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	10.8	45.1	18.1	37.0	13.6	42.3		
Change Period (Y+Rc), s	4.6	7.2	6.1	7.2	4.6	7.2		
Max Green (Gmax), s	8.6	35.5	31.0	29.8	9.0	35.1		
Max Allow Headway (MAH), s	3.7	5.0	4.4	4.3	3.7	4.2		
Max Q Clear (g_c+I1), s	6.8	25.9	10.9	31.8	11.0	37.1		
Green Ext Time (g_e), s	0.0	3.5	1.1	0.0	0.0	0.0		
Prob of Phs Call (p_c)	0.91	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.50	0.00	1.00	1.00	1.00		

Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		1781	1781	1781						

Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			2896	1870	1491		3554					

Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			637	1585	322		1585					

Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L	L (Prot)						

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	78	0	92	690	307	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	4.8	0.0	5.4	29.8	9.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.8	0.0	5.4	29.8	9.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	100	0	193	478	144	0	0	0
V/C Ratio (X)	0.78	0.00	0.48	1.44	2.13	0.00	0.00	0.00
Avail Cap (c_a), veh/h	138	0	497	478	144	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	51.7	0.0	46.6	40.6	51.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.6	0.0	1.8	210.8	529.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.3	0.0	48.4	251.4	580.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	2.3	12.3	3.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.1	28.0	21.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.6	0.0	2.4	40.3	25.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.38	0.00	0.18	6.82	6.38	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	52.9	40.6	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.5	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T			T		
Lanes in Grp	0	1	1	0	0	2	0	0
Grp Vol (v), veh/h	0	438	155	0	0	652	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.9	8.9	0.0	0.0	17.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.9	8.9	0.0	0.0	17.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	607	202	0	0	1124	0	0
V/C Ratio (X)	0.00	0.72	0.77	0.00	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	607	522	0	0	1124	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	31.9	48.1	0.0	0.0	31.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.2	6.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.1	54.1	0.0	0.0	32.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	4.0	0.0	0.0	7.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.3	0.0	0.0	0.1	0.0	0.0

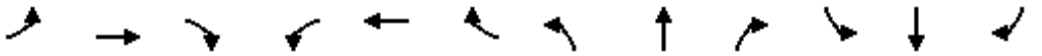
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.5	4.4	0.0	0.0	7.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.33	0.26	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	433	41	828	0	1322	0	0
Grp Sat Flow (s), veh/h/ln	0	1756	1585	1812	0	1585	0	0
Q Serve Time (g_s), s	0.0	23.9	2.6	29.8	0.0	35.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.9	2.6	29.8	0.0	35.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.36	1.00	0.18	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	599	171	487	0	501	0	0
V/C Ratio (X)	0.00	0.72	0.24	1.70	0.00	2.64	0.00	0.00
Avail Cap (c_a), veh/h	0	599	443	487	0	501	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.0	45.3	40.6	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.3	0.7	324.5	0.0	742.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.2	46.0	365.1	0.0	780.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.6	1.0	12.5	0.0	12.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	43.9	0.0	103.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.3	1.0	56.3	0.0	116.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.33	0.08	0.56	0.00	11.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	85.4	0.0	205.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	349.2
HCM 6th LOS	F

Notes

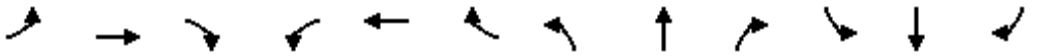
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	952	760	0	1356	556	0	0	0	497	0	386
Future Volume (vph)	0	952	760	0	1356	556	0	0	0	497	0	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.90	0.90	0.25	0.84	0.89	0.25	0.25	0.25	0.82	0.25	0.75
Adj. Flow (vph)	0	1058	844	0	1614	625	0	0	0	606	0	515
RTOR Reduction (vph)	0	0	0	0	0	107	0	0	0	0	0	65
Lane Group Flow (vph)	0	1058	844	0	1614	518	0	0	0	606	0	450
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		47.5	47.5		47.5	65.0				17.5		17.5
Effective Green, g (s)		47.5	47.5		47.5	65.0				17.5		17.5
Actuated g/C Ratio		0.61	0.61		0.61	0.83				0.22		0.22
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		2141	957		2141	1441				765		621
v/s Ratio Prot		0.30	c0.53		0.46	0.08				c0.18		
v/s Ratio Perm						0.25						0.16
v/c Ratio		0.49	0.88		0.75	0.36				0.79		0.72
Uniform Delay, d1		8.7	13.1		11.3	1.7				28.8		28.3
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	9.4		1.4	0.1				5.3		3.6
Delay (s)		8.8	22.5		12.6	1.7				34.0		31.8
Level of Service		A	C		B	A				C		C
Approach Delay (s)		14.9			9.6			0.0			33.0	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	78.5	Sum of lost time (s)	15.5
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	1146	0	0	1386	404	0	0	297	0	0	588
Future Volume (vph)	283	1146	0	0	1386	404	0	0	297	0	0	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.84	0.83	0.25	0.25	0.88	0.92	0.25	0.25	0.94	0.25	0.25	0.88
Adj. Flow (vph)	337	1381	0	0	1575	439	0	0	316	0	0	668
RTOR Reduction (vph)	0	0	0	0	0	72	0	0	186	0	0	579
Lane Group Flow (vph)	337	1381	0	0	1575	367	0	0	130	0	0	89
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	17.9	68.2			42.6	49.6			7.5			7.0
Effective Green, g (s)	17.9	68.2			42.6	49.6			7.5			7.0
Actuated g/C Ratio	0.21	0.78			0.49	0.57			0.09			0.08
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	363	2913			1819	1009			258			241
v/s Ratio Prot	c0.19	c0.37			c0.42	0.03			c0.04			
v/s Ratio Perm						0.20						0.03
v/c Ratio	0.93	0.47			0.87	0.36			0.50			0.37
Uniform Delay, d1	34.0	3.3			19.8	10.2			38.1			38.0
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	29.3	0.1			4.6	0.2			1.5			1.0
Delay (s)	63.4	3.4			24.4	10.4			39.6			39.0
Level of Service	E	A			C	B			D			D
Approach Delay (s)		15.2			21.3			39.6			39.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	18.7
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	337.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	1	338	3	5	2	549	789	3	3	622	114
Future Vol, veh/h	157	1	338	3	5	2	549	789	3	3	622	114
Peak Hour Factor	0.83	0.25	0.77	0.50	0.50	0.25	0.88	0.91	0.25	0.25	0.84	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	189	4	439	6	10	8	624	867	12	12	740	139
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	48.7	18	439.5	380.4
HCM LOS	E	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	30%	0%	0%
Vol Thru, %	0%	100%	0%	100%	0%	50%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	20%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	549	792	157	1	338	10	625	114
LT Vol	549	0	157	0	0	3	3	0
Through Vol	0	789	0	1	0	5	622	0
RT Vol	0	3	0	0	338	2	0	114
Lane Flow Rate	624	879	189	4	439	24	752	139
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	1.591	2.119	0.465	0.009	0.932	0.076	1.922	0.328
Departure Headway (Hd)	10.617	10.091	10.427	9.914	9.196	14.113	10.051	9.337
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	349	369	348	363	399	255	369	388
Service Time	8.317	7.791	8.127	7.614	6.896	11.813	7.751	7.037
HCM Lane V/C Ratio	1.788	2.382	0.543	0.011	1.1	0.094	2.038	0.358
HCM Control Delay	305.3	534.8	21.9	12.7	60.6	18	447.6	16.5
HCM Lane LOS	F	F	C	B	F	C	F	C
HCM 95th-tile Q	31.5	55.1	2.4	0	10.2	0.2	46.8	1.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	27	68	77	60	42	117	1307	47	16	910	14
Future Vol, veh/h	9	27	68	77	60	42	117	1307	47	16	910	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	79	25	25	25	82	92	38	25	84	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	108	86	308	240	168	143	1421	124	64	1083	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3184	3042	1083	3088	3002	1483	1105	0	0	1545	0	0
Stage 1	1211	1211	-	1769	1769	-	-	-	-	-	-	-
Stage 2	1973	1831	-	1319	1233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 6	~ 13	264	~ 7	~ 14	~ 154	632	-	-	429	-	-
Stage 1	223	255	-	~ 106	~ 136	-	-	-	-	-	-	-
Stage 2	81	127	-	~ 193	249	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 6	264	-	~ 7	~ 154	632	-	-	429	-	-
Mov Cap-2 Maneuver	-	~ 6	-	-	~ 7	-	-	-	-	-	-	-
Stage 1	173	156	-	~ 82	~ 105	-	-	-	-	-	-	-
Stage 2	~ 7	~ 98	-	~ 24	~ 152	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1	0.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	632	-	-	-	11	-	429	-	-
HCM Lane V/C Ratio	0.226	-	-	-	17.643	-	0.149	-	-
HCM Control Delay (s)	12.3	-	-	-	$ 8153.9	-	14.9	-	-
HCM Lane LOS	B	-	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	25.7	-	0.5	-	-

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↰	↱
Traffic Vol, veh/h	48	0	84	7	0	7	102	1413	4	5	1072	80
Future Vol, veh/h	48	0	84	7	0	7	102	1413	4	5	1072	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	55	88	25	44	58	93	50	42	89	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	0	153	8	0	16	176	1519	8	12	1204	320

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3111	3107	1204	3340	3423	1523	1524	0	0	1527	0	0
Stage 1	1228	1228	-	1875	1875	-	-	-	-	-	-	-
Stage 2	1883	1879	-	1465	1548	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 7	12	224	~ 5	7	145	437	-	-	436	-	-
Stage 1	218	250	-	92	121	-	-	-	-	-	-	-
Stage 2	~ 91	120	-	160	175	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	224	-	0	145	437	-	-	436	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	218	192	-	92	0	-	-	-	-	-	-	-
Stage 2	-	0	-	39	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.9	0.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	437	-	-	-	-	436	-	-
HCM Lane V/C Ratio	0.402	-	-	-	-	0.027	-	-
HCM Control Delay (s)	18.7	0	-	-	-	13.5	0	-
HCM Lane LOS	C	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	1.9	-	-	-	-	0.1	-	-

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)	248	764	66	108	692	1811	129	321	75	1616	214	265
Future Volume (veh/h)	248	764	66	108	692	1811	129	321	75	1616	214	265
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	868	80	159	814	1886	195	396	100	1340	1298	335
Peak Hour Factor	0.75	0.88	0.83	0.68	0.85	0.96	0.66	0.81	0.75	0.78	0.78	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	125	909	84	119	971	433	408	428	363	413	333	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.28	0.28	0.07	0.27	0.27	0.23	0.23	0.23	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	825.2	75.0	74.6	255.8	50.5	1560.8	43.7	72.7	41.1	1064.2	0.0	1360.5
Ln Grp LOS	F	E	E	F	D	F	D	E	D	F	A	F
Approach Vol, veh/h		1279			2859			691			2973	
Approach Delay, s/veh		269.0			1058.2			59.9			1226.9	
Approach LOS		F			F			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	9.0	10.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	13.2	42.7	35.5	37.0	13.6	42.3		
Change Period (Y+Rc), s	4.6	7.2	6.1	7.2	4.6	7.2		
Max Green (Gmax), s	8.6	35.5	31.0	29.8	9.0	35.1		
Max Allow Headway (MAH), s	3.7	4.9	4.4	4.4	3.7	4.1		
Max Q Clear (g_c+I1), s	10.6	35.3	28.6	31.8	11.0	37.1		
Green Ext Time (g_e), s	0.0	0.1	0.8	0.0	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	1.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3289	1870	1434		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		303	1585	370		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	159	0	195	1340	331	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	8.6	0.0	12.2	29.8	9.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	8.6	0.0	12.2	29.8	9.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	119	0	408	413	125	0	0	0
V/C Ratio (X)	1.33	0.00	0.48	3.24	2.65	0.00	0.00	0.00
Avail Cap (c_a), veh/h	119	0	430	413	125	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	59.9	0.0	42.9	49.3	59.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	195.9	0.0	0.9	1014.9	765.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	255.8	0.0	43.7	1064.2	825.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.8	0.0	5.2	12.7	4.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	6.5	0.0	0.1	116.5	26.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	10.3	0.0	5.3	129.3	30.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.54	0.00	0.39	21.89	7.75	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	9.9	0.0	0.0	231.6	51.5	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.8	0.7	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T			T		
Lanes in Grp	0	1	1	0	0	2	0	0
Grp Vol (v), veh/h	0	469	396	0	0	814	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	33.3	26.6	0.0	0.0	27.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	33.3	26.6	0.0	0.0	27.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	491	428	0	0	971	0	0
V/C Ratio (X)	0.00	0.95	0.92	0.00	0.00	0.84	0.00	0.00
Avail Cap (c_a), veh/h	0	491	452	0	0	971	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	45.7	48.4	0.0	0.0	44.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	29.3	24.3	0.0	0.0	6.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	75.0	72.7	0.0	0.0	50.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.2	12.0	0.0	0.0	11.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.0	2.9	0.0	0.0	0.9	0.0	0.0

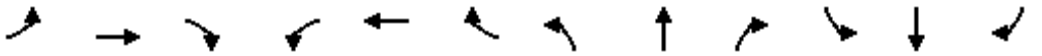
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	18.2	14.9	0.0	0.0	12.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.58	0.90	0.00	0.00	0.41	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	479	100	1633	0	1886	0	0
Grp Sat Flow (s), veh/h/ln	0	1816	1585	1804	0	1585	0	0
Q Serve Time (g_s), s	0.0	33.3	6.7	29.8	0.0	35.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	33.3	6.7	29.8	0.0	35.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	1.00	0.21	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	502	363	419	0	433	0	0
V/C Ratio (X)	0.00	0.95	0.28	3.90	0.00	4.35	0.00	0.00
Avail Cap (c_a), veh/h	0	502	383	419	0	433	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	45.7	40.7	49.3	0.0	46.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	28.9	0.4	1311.2	0.0	1514.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	74.6	41.1	1360.5	0.0	1560.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.5	2.6	12.9	0.0	13.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.0	0.0	152.5	0.0	182.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	18.5	2.6	165.3	0.0	195.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.59	0.19	1.64	0.00	19.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	303.6	0.0	363.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	1.0	0.0	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	904.7
HCM 6th LOS	F

Notes

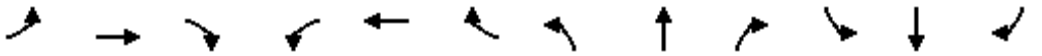
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1623	863	0	2049	360	0	0	0	495	0	532
Future Volume (vph)	0	1623	863	0	2049	360	0	0	0	495	0	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.95	0.87	0.25	0.92	0.89	0.25	0.25	0.25	0.86	0.25	0.81
Adj. Flow (vph)	0	1708	992	0	2227	404	0	0	0	576	0	657
RTOR Reduction (vph)	0	0	0	0	0	56	0	0	0	0	0	43
Lane Group Flow (vph)	0	1708	992	0	2227	348	0	0	0	576	0	614
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		79.6	79.6		76.6	103.5				26.9		26.9
Effective Green, g (s)		79.6	79.6		76.6	103.5				26.9		26.9
Actuated g/C Ratio		0.66	0.66		0.64	0.86				0.22		0.22
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		2347	1050		2259	1365				769		624
v/s Ratio Prot		0.48	c0.63		c0.63	0.06				0.17		
v/s Ratio Perm						0.16						c0.22
v/c Ratio		0.73	0.94		0.99	0.26				0.75		0.98
Uniform Delay, d1		13.1	18.2		21.2	1.5				43.4		46.3
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		1.0	15.9		15.5	0.0				3.5		31.8
Delay (s)		14.1	34.2		36.7	1.5				46.9		78.1
Level of Service		B	C		D	A				D		E
Approach Delay (s)		21.5			31.3			0.0			63.6	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	546	1576	0	0	1367	422	0	0	642	0	0	1050
Future Volume (vph)	546	1576	0	0	1367	422	0	0	642	0	0	1050
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	575	1659	0	0	1439	444	0	0	676	0	0	1105
RTOR Reduction (vph)	0	0	0	0	0	50	0	0	81	0	0	780
Lane Group Flow (vph)	575	1659	0	0	1439	394	0	0	595	0	0	325
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	50.5	114.8			59.6	89.8			30.7			30.2
Effective Green, g (s)	50.5	114.8			59.6	89.8			30.7			30.2
Actuated g/C Ratio	0.32	0.73			0.38	0.57			0.20			0.19
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	569	2723			1414	965			588			578
v/s Ratio Prot	c0.32	0.45			c0.39	0.08			c0.20			
v/s Ratio Perm						0.17						0.11
v/c Ratio	1.01	0.61			1.02	0.41			1.01			0.56
Uniform Delay, d1	53.2	10.2			48.7	18.8			63.1			57.4
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	40.4	0.4			28.4	0.3			40.0			1.3
Delay (s)	93.6	10.6			77.1	19.1			103.1			58.7
Level of Service	F	B			E	B			F			E
Approach Delay (s)		32.0			63.4			103.1			58.7	
Approach LOS		C			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	55.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	157.0	Sum of lost time (s)	18.7
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Michael Baker
INTERNATIONAL

Appendix F:
Opening Year 2026
Plus Project
Synchro Worksheets

Intersection	
Intersection Delay, s/veh	98.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	188	1	299	3	1	1	196	385	3	3	458	150
Future Vol, veh/h	188	1	299	3	1	1	196	385	3	3	458	150
Peak Hour Factor	0.84	0.25	0.91	0.25	0.25	0.25	0.70	0.87	0.25	0.25	0.78	0.77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	224	4	329	12	4	4	280	443	12	12	587	195
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	24.9	15.8	69.7	179.2
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	60%	1%	0%
Vol Thru, %	0%	99%	0%	100%	0%	20%	99%	0%
Vol Right, %	0%	1%	0%	0%	100%	20%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	388	188	1	299	5	461	150
LT Vol	196	0	188	0	0	3	3	0
Through Vol	0	385	0	1	0	1	458	0
RT Vol	0	3	0	0	299	1	0	150
Lane Flow Rate	280	455	224	4	329	20	599	195
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	0.693	1.061	0.541	0.009	0.685	0.062	1.432	0.428
Departure Headway (Hd)	9.68	9.156	9.357	8.838	8.111	12.26	8.889	8.165
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	375	400	387	407	450	294	413	444
Service Time	7.38	6.856	7.057	6.538	5.811	9.96	6.589	5.865
HCM Lane V/C Ratio	0.747	1.137	0.579	0.01	0.731	0.068	1.45	0.439
HCM Control Delay	31.6	93.1	22.6	11.6	26.7	15.8	232	16.8
HCM Lane LOS	D	F	C	B	D	C	F	C
HCM 95th-tile Q	5	14.1	3.1	0	5.1	0.2	29.3	2.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	59	145	22	15	10	147	535	69	48	736	25
Future Vol, veh/h	16	59	145	22	15	10	147	535	69	48	736	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	74	25	25	25	75	78	50	25	91	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	236	196	88	60	40	196	686	138	192	809	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2390	2409	809	2585	2397	755	866	0	0	824	0	0
Stage 1	1193	1193	-	1147	1147	-	-	-	-	-	-	-
Stage 2	1197	1216	-	1438	1250	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 23	~ 33	380	~ 17	~ 34	409	777	-	-	806	-	-
Stage 1	228	260	-	242	274	-	-	-	-	-	-	-
Stage 2	227	254	-	165	244	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 13	380	-	~ 14	409	777	-	-	806	-	-
Mov Cap-2 Maneuver	-	~ 13	-	-	~ 14	-	-	-	-	-	-	-
Stage 1	171	~ 139	-	181	205	-	-	-	-	-	-	-
Stage 2	108	~ 190	-	-	131	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2.2	2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	-	23	-	806	-	-
HCM Lane V/C Ratio	0.252	-	-	-	18.78	-	0.238	-	-
HCM Control Delay (s)	11.2	-	-	-	$ 8324.7	-	10.9	-	-
HCM Lane LOS	B	-	-	-	F	-	B	-	-
HCM 95th %tile Q(veh)	1	-	-	-	54.1	-	0.9	-	-

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

Intersection	
Int Delay, s/veh	386.3

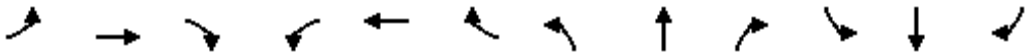
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↰	↱
Traffic Vol, veh/h	73	0	87	0	0	5	43	819	2	2	882	34
Future Vol, veh/h	73	0	87	0	0	5	43	819	2	2	882	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	50	25	25	63	35	83	50	25	95	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	0	174	0	0	8	123	987	4	8	928	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2183	2181	928	2291	2228	989	977	0	0	991	0	0
Stage 1	944	944	-	1235	1235	-	-	-	-	-	-	-
Stage 2	1239	1237	-	1056	993	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 33	46	325	28	43	299	706	-	-	698	-	-
Stage 1	315	341	-	216	249	-	-	-	-	-	-	-
Stage 2	215	248	-	272	323	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 22	27	325	9	26	299	706	-	-	698	-	-
Mov Cap-2 Maneuver	~ 22	27	-	9	26	-	-	-	-	-	-	-
Stage 1	193	332	-	132	152	-	-	-	-	-	-	-
Stage 2	~ 128	152	-	123	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	2925.1	17.4	1.2	0.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	45	299	698	-	-
HCM Lane V/C Ratio	0.174	-	-	7.111	0.027	0.011	-	-
HCM Control Delay (s)	11.2	0	-	$ 2925.1	17.4	10.2	0	-
HCM Lane LOS	B	A	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0.6	-	-	37.6	0.1	0	-	-

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)	191	671	110	61	561	1147	54	129	28	1025	163	131
Future Volume (veh/h)	191	671	110	61	561	1147	54	129	28	1025	163	131
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	313	714	157	78	652	1349	92	161	41	698	688	149
Peak Hour Factor	0.61	0.94	0.70	0.78	0.86	0.85	0.59	0.80	0.68	0.98	0.81	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	144	985	216	100	1120	499	198	208	176	476	398	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.34	0.34	0.06	0.32	0.32	0.11	0.11	0.11	0.27	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	602.2	36.5	36.6	69.7	32.8	809.4	48.1	54.1	45.8	261.3	0.0	376.3
Ln Grp LOS	F	D	D	E	C	F	D	D	D	F	A	F
Approach Vol, veh/h		1184			2079			294			1535	
Approach Delay, s/veh		186.1			538.1			51.1			324.0	
Approach LOS		F			F			D			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	9.0	10.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	10.8	45.1	18.5	37.0	13.6	42.3		
Change Period (Y+Rc), s	4.6	7.2	6.1	7.2	4.6	7.2		
Max Green (Gmax), s	8.6	35.5	31.0	29.8	9.0	35.1		
Max Allow Headway (MAH), s	3.7	5.0	4.4	4.3	3.7	4.2		
Max Q Clear (g_c+I1), s	6.8	26.1	11.3	31.8	11.0	37.1		
Green Ext Time (g_e), s	0.0	3.5	1.1	0.0	0.0	0.0		
Prob of Phs Call (p_c)	0.91	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.51	0.00	1.00	1.00	1.00		

Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		1781	1781	1781						

Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			2896	1870	1490		3554					

Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			637	1585	323		1585					

Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L	L (Prot)						

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	78	0	92	698	313	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	4.8	0.0	5.4	29.8	9.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.8	0.0	5.4	29.8	9.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	100	0	198	476	144	0	0	0
V/C Ratio (X)	0.78	0.00	0.46	1.46	2.17	0.00	0.00	0.00
Avail Cap (c_a), veh/h	138	0	496	476	144	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	51.9	0.0	46.4	40.8	51.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.8	0.0	1.7	220.5	551.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.7	0.0	48.1	261.3	602.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	2.3	12.3	3.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.1	29.2	22.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.6	0.0	2.4	41.5	25.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.39	0.00	0.18	7.02	6.58	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	55.4	42.3	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.5	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T			T		
Lanes in Grp	0	1	1	0	0	2	0	0
Grp Vol (v), veh/h	0	438	161	0	0	652	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	24.1	9.3	0.0	0.0	17.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.1	9.3	0.0	0.0	17.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	604	208	0	0	1120	0	0
V/C Ratio (X)	0.00	0.72	0.77	0.00	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	604	520	0	0	1120	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.2	48.1	0.0	0.0	32.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.3	6.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.5	54.1	0.0	0.0	32.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.8	4.2	0.0	0.0	7.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.3	0.0	0.0	0.1	0.0	0.0

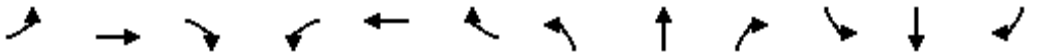
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.5	4.6	0.0	0.0	7.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.33	0.27	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	433	41	837	0	1349	0	0
Grp Sat Flow (s), veh/h/ln	0	1756	1585	1812	0	1585	0	0
Q Serve Time (g_s), s	0.0	24.1	2.6	29.8	0.0	35.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.1	2.6	29.8	0.0	35.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.36	1.00	0.18	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	597	176	485	0	499	0	0
V/C Ratio (X)	0.00	0.73	0.23	1.73	0.00	2.70	0.00	0.00
Avail Cap (c_a), veh/h	0	597	441	485	0	499	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	32.2	45.2	40.8	0.0	38.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.4	0.7	335.5	0.0	771.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.6	45.8	376.3	0.0	809.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	1.0	12.5	0.0	12.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	45.2	0.0	107.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.4	1.0	57.7	0.0	119.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.33	0.08	0.57	0.00	11.71	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	88.1	0.0	212.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	363.6
HCM 6th LOS	F

Notes

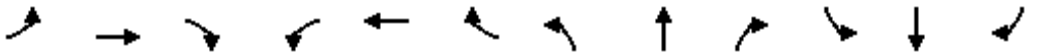
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	959	760	0	1370	556	0	0	0	497	0	395
Future Volume (vph)	0	959	760	0	1370	556	0	0	0	497	0	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.90	0.90	0.25	0.84	0.89	0.25	0.25	0.25	0.82	0.25	0.75
Adj. Flow (vph)	0	1066	844	0	1631	625	0	0	0	606	0	527
RTOR Reduction (vph)	0	0	0	0	0	131	0	0	0	0	0	64
Lane Group Flow (vph)	0	1066	844	0	1631	494	0	0	0	606	0	463
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		48.0	48.0		45.0	62.5				17.5		17.5
Effective Green, g (s)		48.0	48.0		45.0	62.5				17.5		17.5
Actuated g/C Ratio		0.61	0.61		0.57	0.79				0.22		0.22
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		2150	961		2015	1252				760		617
v/s Ratio Prot		0.30	c0.53		0.46	0.09				c0.18		
v/s Ratio Perm						0.22						0.17
v/c Ratio		0.50	0.88		0.81	0.39				0.80		0.75
Uniform Delay, d1		8.7	13.0		13.6	2.5				29.1		28.7
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	8.9		2.4	0.1				5.5		4.6
Delay (s)		8.8	21.9		15.9	2.6				34.5		33.3
Level of Service		A	C		B	A				C		C
Approach Delay (s)		14.6			12.2			0.0			33.9	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	79.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	1148	0	0	1391	404	0	0	297	0	0	597
Future Volume (vph)	287	1148	0	0	1391	404	0	0	297	0	0	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.84	0.83	0.25	0.25	0.88	0.92	0.25	0.25	0.94	0.25	0.25	0.88
Adj. Flow (vph)	342	1383	0	0	1581	439	0	0	316	0	0	678
RTOR Reduction (vph)	0	0	0	0	0	72	0	0	186	0	0	584
Lane Group Flow (vph)	342	1383	0	0	1581	367	0	0	130	0	0	94
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	18.1	68.4			42.6	49.6			7.5			7.0
Effective Green, g (s)	18.1	68.4			42.6	49.6			7.5			7.0
Actuated g/C Ratio	0.21	0.78			0.49	0.57			0.09			0.08
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	366	2915			1815	1007			258			240
v/s Ratio Prot	c0.19	c0.37			c0.42	0.03			c0.04			
v/s Ratio Perm						0.20						0.03
v/c Ratio	0.93	0.47			0.87	0.36			0.51			0.39
Uniform Delay, d1	34.1	3.3			20.0	10.3			38.2			38.2
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	30.6	0.1			4.9	0.2			1.6			1.1
Delay (s)	64.6	3.4			24.8	10.5			39.7			39.2
Level of Service	E	A			C	B			D			D
Approach Delay (s)		15.5			21.7			39.7			39.2	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	87.4	Sum of lost time (s)	18.7
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	7	615	32	14	704
Future Vol, veh/h	15	7	615	32	14	704
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	200	-	-	-	-
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	16	8	668	35	15	765

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1481	686	0	0	703	0
Stage 1	686	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	138	447	-	-	895	-
Stage 1	500	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	447	-	-	895	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.5	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	134	447	895	-
HCM Lane V/C Ratio	-	-	0.122	0.017	0.017	-
HCM Control Delay (s)	-	-	35.6	13.2	9.1	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.1	-

Intersection	
Intersection Delay, s/veh	413.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	1	371	12	5	2	585	834	13	3	664	114
Future Vol, veh/h	157	1	371	12	5	2	585	834	13	3	664	114
Peak Hour Factor	0.83	0.25	0.77	0.50	0.50	0.25	0.88	0.91	0.25	0.25	0.84	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	189	4	482	24	10	8	665	916	52	12	790	139
Number of Lanes	1	1	1	0	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	3
HCM Control Delay	69.2	19.8	542.9	453.2
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	63%	0%	0%
Vol Thru, %	0%	98%	0%	100%	0%	26%	100%	0%
Vol Right, %	0%	2%	0%	0%	100%	11%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	585	847	157	1	371	19	667	114
LT Vol	585	0	157	0	0	12	3	0
Through Vol	0	834	0	1	0	5	664	0
RT Vol	0	13	0	0	371	2	0	114
Lane Flow Rate	665	968	189	4	482	42	802	139
Geometry Grp	8	8	7	7	7	8	8	8
Degree of Util (X)	1.74	2.399	0.47	0.009	1.036	0.138	2.104	0.338
Departure Headway (Hd)	11.2	10.661	10.84	10.331	9.618	14.79	10.297	9.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	332	349	335	349	381	244	361	378
Service Time	8.9	8.361	8.54	8.031	7.318	12.49	7.997	7.288
HCM Lane V/C Ratio	2.003	2.774	0.564	0.011	1.265	0.172	2.222	0.368
HCM Control Delay	371.4	660.7	22.8	13.1	87.9	19.8	528.7	17.1
HCM Lane LOS	F	F	C	B	F	C	F	C
HCM 95th-tile Q	35.6	63.8	2.4	0	12.9	0.5	53.4	1.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	27	74	77	60	42	123	1398	47	16	994	14
Future Vol, veh/h	9	27	74	77	60	42	123	1398	47	16	994	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	79	25	25	25	82	92	38	25	84	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	108	94	308	240	168	150	1520	124	64	1183	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3397	3255	1183	3305	3215	1582	1205	0	0	1644	0	0
Stage 1	1311	1311	-	1882	1882	-	-	-	-	-	-	-
Stage 2	2086	1944	-	1423	1333	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 4	~ 9	231	~ 5	~ 10	~ 134	579	-	-	393	-	-
Stage 1	195	229	-	~ 91	~ 120	-	-	-	-	-	-	-
Stage 2	69	111	-	~ 169	~ 223	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 3	231	-	~ 4	~ 134	579	-	-	393	-	-
Mov Cap-2 Maneuver	-	~ 3	-	-	~ 4	-	-	-	-	-	-	-
Stage 1	144	115	-	~ 67	~ 89	-	-	-	-	-	-	-
Stage 2	22	~ 82	-	~ 3	~ 112	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.1	0.8
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	579	-	-	-	6	-	393	-	-
HCM Lane V/C Ratio	0.259	-	-	-	33.612	-	0.163	-	-
HCM Control Delay (s)	13.4	-	-	-	$ 15874.6	-	15.9	-	-
HCM Lane LOS	B	-	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	1	-	-	-	27.2	-	0.6	-	-

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↰	↱
Traffic Vol, veh/h	54	0	84	7	0	7	102	1618	4	5	1292	86
Future Vol, veh/h	54	0	84	7	0	7	102	1618	4	5	1292	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	55	88	25	44	58	93	50	42	89	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	0	153	8	0	16	176	1740	8	12	1452	344

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3580	3576	1452	3821	3916	1744	1796	0	0	1748	0	0
Stage 1	1476	1476	-	2096	2096	-	-	-	-	-	-	-
Stage 2	2104	2100	-	1725	1820	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 3	6	160	~ 2	3	107	344	-	-	359	-	-
Stage 1	157	190	-	68	93	-	-	-	-	-	-	-
Stage 2	~ 67	93	-	113	129	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	160	-	0	107	344	-	-	359	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	157	190	-	68	0	-	-	-	-	-	-	-
Stage 2	-	0	-	~ 5	129	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2.4	0.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	344	-	-	-	-	359	-	-
HCM Lane V/C Ratio	0.511	-	-	-	-	0.033	-	-
HCM Control Delay (s)	25.9	0	-	-	-	15.4	0	-
HCM Lane LOS	D	A	-	-	-	C	A	-
HCM 95th %tile Q(veh)	2.8	-	-	-	-	0.1	-	-

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)	272	764	66	108	692	1962	129	351	75	1778	246	291
Future Volume (veh/h)	272	764	66	108	692	1962	129	351	75	1778	246	291
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	868	80	159	814	2044	195	433	100	1481	1432	368
Peak Hour Factor	0.75	0.88	0.83	0.68	0.85	0.96	0.66	0.81	0.75	0.78	0.78	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	123	898	83	118	959	428	425	446	378	408	329	85
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.27	0.27	0.07	0.27	0.27	0.24	0.24	0.24	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	956.7	78.9	78.5	263.6	52.2	1752.0	43.1	84.0	40.6	1238.3	0.0	1564.5
Ln Grp LOS	F	E	E	F	D	F	D	F	D	F	A	F
Approach Vol, veh/h		1311			3017			728			3281	
Approach Delay, s/veh		321.8			1214.9			67.1			1417.3	
Approach LOS		F			F			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	9.0	10.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	13.2	42.7	37.1	37.0	13.6	42.3		
Change Period (Y+Rc), s	4.6	7.2	6.1	7.2	4.6	7.2		
Max Green (Gmax), s	8.6	35.5	31.0	29.8	9.0	35.1		
Max Allow Headway (MAH), s	3.7	4.9	4.5	4.4	3.7	4.0		
Max Q Clear (g_c+I1), s	10.6	35.9	31.8	31.8	11.0	37.1		
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	1.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3289	1870	1435		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		303	1585	369		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	159	0	195	1481	363	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	8.6	0.0	12.2	29.8	9.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	8.6	0.0	12.2	29.8	9.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	118	0	425	408	123	0	0	0
V/C Ratio (X)	1.35	0.00	0.46	3.63	2.94	0.00	0.00	0.00
Avail Cap (c_a), veh/h	118	0	425	408	123	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	60.7	0.0	42.3	50.1	60.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	202.9	0.0	0.8	1188.2	896.2	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
Control Delay (d), s/veh	263.6	0.0	43.1	1238.3	956.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.8	0.0	5.2	12.7	4.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	6.6	0.0	0.1	134.8	30.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	10.4	0.0	5.3	147.5	34.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.56	0.00	0.39	24.98	8.81	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	10.3	0.0	0.0	268.2	59.9	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.9	0.7	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T			T		
Lanes in Grp	0	1	1	0	0	2	0	0
Grp Vol (v), veh/h	0	469	433	0	0	814	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	33.9	29.8	0.0	0.0	28.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	33.9	29.8	0.0	0.0	28.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	485	446	0	0	959	0	0
V/C Ratio (X)	0.00	0.97	0.97	0.00	0.00	0.85	0.00	0.00
Avail Cap (c_a), veh/h	0	485	446	0	0	959	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	46.7	49.1	0.0	0.0	44.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	32.2	35.0	0.0	0.0	7.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	78.9	84.0	0.0	0.0	52.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.4	13.5	0.0	0.0	12.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.3	4.3	0.0	0.0	1.0	0.0	0.0

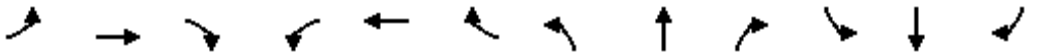
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	18.8	17.8	0.0	0.0	13.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.60	1.07	0.00	0.00	0.42	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	479	100	1800	0	2044	0	0
Grp Sat Flow (s), veh/h/ln	0	1816	1585	1804	0	1585	0	0
Q Serve Time (g_s), s	0.0	33.9	6.7	29.8	0.0	35.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	33.9	6.7	29.8	0.0	35.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	1.00	0.20	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	496	378	414	0	428	0	0
V/C Ratio (X)	0.00	0.97	0.26	4.35	0.00	4.78	0.00	0.00
Avail Cap (c_a), veh/h	0	496	378	414	0	428	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	46.7	40.2	50.1	0.0	47.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	31.8	0.4	1514.4	0.0	1704.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	78.5	40.6	1564.5	0.0	1752.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.7	2.6	12.9	0.0	13.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.4	0.0	174.0	0.0	202.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.1	2.6	186.9	0.0	216.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.61	0.19	1.85	0.00	21.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	346.6	0.0	404.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	1.1	0.0	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	1053.9
HCM 6th LOS	F

Notes

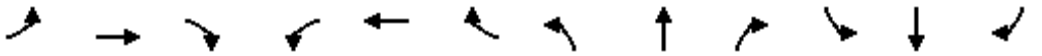
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1720	863	0	2139	360	0	0	0	495	0	592
Future Volume (vph)	0	1720	863	0	2139	360	0	0	0	495	0	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.95	0.87	0.25	0.92	0.89	0.25	0.25	0.25	0.86	0.25	0.81
Adj. Flow (vph)	0	1811	992	0	2325	404	0	0	0	576	0	731
RTOR Reduction (vph)	0	0	0	0	0	56	0	0	0	0	0	42
Lane Group Flow (vph)	0	1811	992	0	2325	348	0	0	0	576	0	689
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		79.0	79.0		76.0	103.5				27.5		27.5
Effective Green, g (s)		79.0	79.0		76.0	103.5				27.5		27.5
Actuated g/C Ratio		0.66	0.66		0.63	0.86				0.23		0.23
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		2329	1042		2241	1365				786		638
v/s Ratio Prot		0.51	c0.63		c0.66	0.06				0.17		
v/s Ratio Perm						0.16						c0.25
v/c Ratio		0.78	0.95		1.04	0.26				0.73		1.08
Uniform Delay, d1		14.4	18.8		22.0	1.5				42.8		46.2
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		1.5	17.3		29.6	0.0				3.1		58.9
Delay (s)		15.9	36.1		51.6	1.5				45.9		105.2
Level of Service		B	D		D	A				D		F
Approach Delay (s)		23.0			44.1			0.0			79.1	
Approach LOS		C			D			A			E	

Intersection Summary			
HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	1608	0	0	1397	422	0	0	642	0	0	1110
Future Volume (vph)	611	1608	0	0	1397	422	0	0	642	0	0	1110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	643	1693	0	0	1471	444	0	0	676	0	0	1168
RTOR Reduction (vph)	0	0	0	0	0	40	0	0	88	0	0	778
Lane Group Flow (vph)	643	1693	0	0	1471	404	0	0	588	0	0	390
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	50.3	122.0			64.0	90.0			26.5			26.0
Effective Green, g (s)	50.3	122.0			64.0	90.0			26.5			26.0
Actuated g/C Ratio	0.31	0.76			0.40	0.56			0.17			0.16
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	556	2840			1490	949			498			488
v/s Ratio Prot	c0.36	c0.45			c0.39	0.07			c0.20			
v/s Ratio Perm						0.19						0.13
v/c Ratio	1.16	0.60			0.99	0.43			1.18			0.80
Uniform Delay, d1	54.9	8.3			47.6	20.1			66.8			64.5
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	89.3	0.3			20.1	0.3			100.1			8.9
Delay (s)	144.1	8.6			67.7	20.4			166.8			73.4
Level of Service	F	A			E	C			F			E
Approach Delay (s)		45.9			56.7			166.8			73.4	
Approach LOS		D			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	68.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.7
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	483.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	227	97	1176	211	90	785
Future Vol, veh/h	227	97	1176	211	90	785
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	200	-	-	-	-
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	247	105	1278	229	98	853

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2442	1393	0	0	1507	0
Stage 1	1393	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
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	~ 35	174	-	-	444	-
Stage 1	230	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 20	174	-	-	444	-
Mov Cap-2 Maneuver	~ 20	-	-	-	-	-
Stage 1	230	-	-	-	-	-
Stage 2	195	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	3852.2	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	20	174	444	-
HCM Lane V/C Ratio	-	-	12.337	0.606	0.22	-
HCM Control Delay (s)	-	-	$ 5475.5	53.2	15.4	0
HCM Lane LOS	-	-	F	F	C	A
HCM 95th %tile Q(veh)	-	-	31.3	3.3	0.8	-

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

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Michael Baker
INTERNATIONAL

Appendix G: Existing Plus Project and Opening Year 2026 Plus Project with Mitigation Synchro Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	0	220	2	0	0	136	190	2	1	177	141
Future Volume (veh/h)	174	0	220	2	0	0	136	190	2	1	177	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	0	242	8	0	0	194	218	8	4	227	183
Peak Hour Factor	0.84	0.25	0.91	0.25	0.25	0.25	0.70	0.87	0.25	0.25	0.78	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	275	414	582	19	145	0	260	1269	46	10	789	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.00	0.22	0.01	0.00	0.00	0.15	0.36	0.36	0.01	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	22.3	0.0	11.1	36.6	0.0	0.0	22.6	9.9	9.9	48.3	14.7	16.6
Ln Grp LOS	C	A	B	D	A	A	C	A	A	D	B	B
Approach Vol, veh/h		449			8			420			414	
Approach Delay, s/veh		16.3			36.6			15.8			15.9	
Approach LOS		B			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	4.7	20.8	5.0	14.5	11.1	14.5	11.5	8.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.5	66.5	5.5	34.5	36.5	35.5	29.5	10.5
Max Allow Headway (MAH), s	3.7	4.9	3.9	3.9	3.7	4.5	3.7	0.0
Max Q Clear (g_c+I1), s	2.1	3.9	2.2	7.1	6.7	6.6	7.0	0.0
Green Ext Time (g_e), s	0.0	1.2	0.0	0.8	0.5	1.9	0.5	0.0
Prob of Phs Call (p_c)	0.05	1.00	0.10	1.00	0.91	1.00	0.92	0.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3496		1870		3554		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		128		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	4	0	8	0	194	0	207	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.1	0.0	0.2	0.0	4.7	0.0	5.0	0.0
Cycle Q Clear Time (g_c), s	0.1	0.0	0.2	0.0	4.7	0.0	5.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	10	0	19	0	260	0	275	0
V/C Ratio (X)	0.41	0.00	0.42	0.00	0.75	0.00	0.75	0.00
Avail Cap (c_a), veh/h	218	0	218	0	1444	0	1167	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	22.3	0.0	22.1	0.0	18.4	0.0	18.2	0.0
Incr Delay (d2), s/veh	26.0	0.0	14.4	0.0	4.2	0.0	4.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	48.3	0.0	36.6	0.0	22.6	0.0	22.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.1	0.0	1.5	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.3	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.2	0.0	1.9	0.0	1.9	0.0
%ile Storage Ratio (RQ%)	0.01	0.00	0.04	0.00	0.23	0.00	0.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	110	0	0	0	227	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	1870
Q Serve Time (g_s), s	0.0	1.9	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	0.0	0.0	2.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	645	0	414	0	789	0	145
V/C Ratio (X)	0.00	0.17	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	2625	0	1433	0	2802	0	436
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	0.0	0.0	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.9	0.0	0.0	0.0	14.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	116	0	242	0	183	0	0
Grp Sat Flow (s), veh/h/ln	0	1847	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	1.9	0.0	5.1	0.0	4.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	5.1	0.0	4.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	670	0	582	0	352	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.42	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	2729	0	1446	0	1250	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	10.6	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.5	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.9	0.0	11.1	0.0	16.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	1.5	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.6	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.40	0.00	0.40	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	131	1	0	1	138	297	2	0	426	21
Future Volume (veh/h)	8	0	131	1	0	1	138	297	2	0	426	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	0	177	4	0	4	184	381	4	0	468	48
Peak Hour Factor	0.50	0.25	0.74	0.25	0.25	0.25	0.75	0.78	0.50	0.25	0.91	0.44
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	36	0	344	10	0	320	243	1708	18	4	769	79
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.00	0.22	0.01	0.00	0.20	0.14	0.47	0.47	0.00	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	29.9	0.0	16.5	48.0	0.0	14.2	23.2	7.0	7.0	0.0	16.5	16.6
Ln Grp LOS	C	A	B	D	A	B	C	A	A	A	B	B
Approach Vol, veh/h		193			8			569			516	
Approach Delay, s/veh		17.7			31.1			12.2			16.6	
Approach LOS		B			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	0.0	25.6	4.7	14.1	10.6	15.0	5.4	13.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	18.5	38.2	9.8	35.5	18.5	38.2	6.5	38.8
Max Allow Headway (MAH), s	0.0	4.8	3.9	5.5	3.7	4.8	3.8	5.7
Max Q Clear (g_c+I1), s	0.0	4.8	2.1	6.4	6.4	7.7	2.4	2.1
Green Ext Time (g_e), s	0.0	2.0	0.0	1.1	0.4	2.8	0.0	0.0
Prob of Phs Call (p_c)	0.00	1.00	0.05	0.91	0.90	1.00	0.18	0.90
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3603		0		3255		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		38		1585		333		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

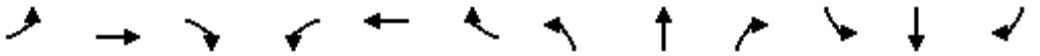
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	0	0	4	0	184	0	16	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.1	0.0	4.4	0.0	0.4	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.1	0.0	4.4	0.0	0.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	4	0	10	0	243	0	36	0
V/C Ratio (X)	0.00	0.00	0.41	0.00	0.76	0.00	0.45	0.00
Avail Cap (c_a), veh/h	741	0	393	0	741	0	260	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	22.0	0.0	18.5	0.0	21.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	25.9	0.0	4.7	0.0	8.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	48.0	0.0	23.2	0.0	29.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	1.4	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.3	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.1	0.0	1.7	0.0	0.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.02	0.00	0.29	0.00	0.04	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	188	0	0	0	255	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	2.8	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.8	0.0	0.0	0.0	5.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	843	0	0	0	420	0	0
V/C Ratio (X)	0.00	0.22	0.00	0.00	0.00	0.61	0.00	0.00
Avail Cap (c_a), veh/h	0	1527	0	0	0	1527	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.9	0.0	0.0	0.0	15.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.0	0.0	0.0	0.0	16.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.0	0.0	1.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	1.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	197	0	177	0	261	0	4
Grp Sat Flow (s), veh/h/ln	0	1864	0	1585	0	1811	0	1585
Q Serve Time (g_s), s	0.0	2.8	0.0	4.4	0.0	5.7	0.0	0.1
Cycle Q Clear Time (g_c), s	0.0	2.8	0.0	4.4	0.0	5.7	0.0	0.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	1.00	0.00	0.18	0.00	1.00
Lane Grp Cap (c), veh/h	0	884	0	344	0	428	0	320
V/C Ratio (X)	0.00	0.22	0.00	0.52	0.00	0.61	0.00	0.01
Avail Cap (c_a), veh/h	0	1601	0	1266	0	1556	0	1383
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	6.9	0.0	15.4	0.0	15.2	0.0	14.2
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.2	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.0	0.0	16.5	0.0	16.6	0.0	14.2
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.3	0.0	1.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.4	0.0	1.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.03	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	6	0	0	5	14	448	2	2	586	11
Future Volume (veh/h)	5	0	6	0	0	5	14	448	2	2	586	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	0	12	0	0	8	40	540	4	8	617	16
Peak Hour Factor	0.50	0.25	0.50	0.25	0.25	0.63	0.35	0.83	0.50	0.25	0.95	0.69
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	50	0	44	0	0	17	84	1312	10	19	1156	30
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.00	0.03	0.00	0.00	0.01	0.05	0.36	0.36	0.01	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	16.5	0.0	17.8	0.0	0.0	33.8	18.4	7.7	7.7	28.9	9.2	9.1
Ln Grp LOS	B	A	B	A	A	C	B	A	A	C	A	A
Approach Vol, veh/h		22			8			584			641	
Approach Delay, s/veh		17.2			33.8			8.4			9.4	
Approach LOS		B			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	10.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	4.8	15.6	4.8	5.4	5.9	14.5		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		
Max Green (Gmax), s	5.5	45.5	5.5	15.5	13.5	37.5		
Max Allow Headway (MAH), s	3.7	4.8	5.7	4.7	3.7	4.8		
Max Q Clear (g_c+I1), s	2.1	5.4	2.2	2.2	2.7	6.4		
Green Ext Time (g_e), s	0.0	3.0	0.0	0.0	0.0	3.5		
Prob of Phs Call (p_c)	0.07	1.00	0.07	0.17	0.29	1.00		
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.00	0.00		

Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		0	1781	1781						

Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3616	0	0		3539					

Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			27	1585	1585		92					

Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)			L	L (Prot)						

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	8	0	0	10	40	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1781	1781	0	0	0
Q Serve Time (g_s), s	0.1	0.0	0.0	0.2	0.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.1	0.0	0.0	0.2	0.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	19	0	0	50	84	0	0	0
V/C Ratio (X)	0.42	0.00	0.00	0.20	0.48	0.00	0.00	0.00
Avail Cap (c_a), veh/h	320	0	0	902	785	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	15.1	0.0	0.0	14.6	14.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.0	0.0	2.0	4.2	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
Control Delay (d), s/veh	28.9	0.0	0.0	16.5	18.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	0.1	0.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.01	0.05	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	265	0	0	0	310	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	3.4	0.0	0.0	0.0	4.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	0.0	0.0	4.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	645	0	0	0	580	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	2640	0	0	0	2176	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.3	0.0	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.7	0.0	0.0	0.0	9.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	279	8	12	0	323	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	1585	1585	0	1854	0	0
Q Serve Time (g_s), s	0.0	3.4	0.2	0.2	0.0	4.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.4	0.2	0.2	0.0	4.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	1.00	1.00	0.00	0.05	0.00	0.00
Lane Grp Cap (c), veh/h	0	677	17	44	0	605	0	0
V/C Ratio (X)	0.00	0.41	0.47	0.27	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	2772	285	802	0	2270	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.3	15.1	14.6	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	18.8	3.3	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.7	33.8	17.8	0.0	9.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.1	0.0	0.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.1	0.1	0.0	0.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	630	106	59	534	354	52	53	27	456	102	44
Future Volume (veh/h)	53	630	106	59	534	354	52	53	27	456	102	44
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	2363	1870	1870	1870	2166	1870	1870
Adj Flow Rate, veh/h	56	663	112	62	562	354	55	56	28	456	107	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	87	840	142	91	1015	2505	86	141	120	2191	712	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
Prop Arrive On Green	0.05	0.27	0.27	0.05	0.27	0.27	0.05	0.08	0.08	0.35	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.7	34.8	35.0	52.6	29.9	7.3	51.6	43.4	42.0	21.5	19.3	15.8
Ln Grp LOS	D	C	C	D	C	A	D	D	D	C	B	B
Approach Vol, veh/h		831			978			139			609	
Approach Delay, s/veh		36.0			23.2			46.3			20.7	
Approach LOS		D			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	9.4	32.6	9.2	43.1	9.2	32.8	38.0	14.3
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	* 7.2
Max Green (Gmax), s	12.4	50.7	10.4	52.9	27.4	35.7	33.4	* 31
Max Allow Headway (MAH), s	3.7	5.0	3.7	4.5	3.7	4.5	3.7	4.6
Max Q Clear (g_c+I1), s	5.2	20.6	4.9	5.5	4.9	14.2	6.8	4.7
Green Ext Time (g_e), s	0.1	4.8	0.0	0.7	0.1	4.9	1.6	0.3
Prob of Phs Call (p_c)	0.80	1.00	0.76	1.00	0.77	1.00	1.00	0.89
Prob of Max Out (p_x)	0.01	0.01	0.08	0.00	0.00	0.04	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		6188	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3120		1870		3741		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		526		1585		4004		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	3	0
Grp Vol (v), veh/h	62	0	55	0	56	0	456	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	2063	0
Q Serve Time (g_s), s	3.2	0.0	2.9	0.0	2.9	0.0	4.8	0.0
Cycle Q Clear Time (g_c), s	3.2	0.0	2.9	0.0	2.9	0.0	4.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	91	0	86	0	87	0	2191	0
V/C Ratio (X)	0.68	0.00	0.64	0.00	0.64	0.00	0.21	0.00
Avail Cap (c_a), veh/h	234	0	196	0	517	0	2191	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	44.0	0.0	44.1	0.0	44.0	0.0	21.2	0.0
Incr Delay (d2), s/veh	8.6	0.0	7.5	0.0	7.6	0.0	0.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.6	0.0	51.6	0.0	51.7	0.0	21.5	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	1.2	0.0	1.2	0.0	2.2	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	1.4	0.0	1.4	0.0	2.2	0.0
%ile Storage Ratio (RQ%)	0.24	0.00	0.10	0.00	0.36	0.00	0.37	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	397	0	107	0	562	0	56
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	18.6	0.0	3.5	0.0	12.2	0.0	2.7
Cycle Q Clear Time (g_c), s	0.0	18.6	0.0	3.5	0.0	12.2	0.0	2.7
Lane Grp Cap (c), veh/h	0	504	0	712	0	1015	0	141
V/C Ratio (X)	0.00	0.79	0.00	0.15	0.00	0.55	0.00	0.40
Avail Cap (c_a), veh/h	0	1005	0	1049	0	1416	0	615
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.0	0.0	19.2	0.0	29.5	0.0	41.6
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.1	0.0	0.5	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.8	0.0	19.3	0.0	29.9	0.0	43.4
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	1.4	0.0	5.1	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.2	0.0	1.4	0.0	5.2	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.01	0.00	0.17	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

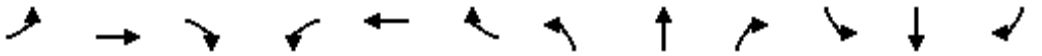
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	378	0	46	0	354	0	28
Grp Sat Flow (s), veh/h/ln	0	1776	0	1585	0	2002	0	1585
Q Serve Time (g_s), s	0.0	18.6	0.0	1.6	0.0	3.4	0.0	1.6
Cycle Q Clear Time (g_c), s	0.0	18.6	0.0	1.6	0.0	3.4	0.0	1.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	2002.2	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	4.6	0.0	33.4	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	478	0	681	0	2505	0	120
V/C Ratio (X)	0.00	0.79	0.00	0.07	0.00	0.14	0.00	0.23
Avail Cap (c_a), veh/h	0	954	0	966	0	2933	0	521
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.0	0.0	15.8	0.0	7.3	0.0	41.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	35.0	0.0	15.8	0.0	7.3	0.0	42.0
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	0.5	0.0	1.2	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.9	0.0	0.5	0.0	1.2	0.0	0.6
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.07	0.00	0.12	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

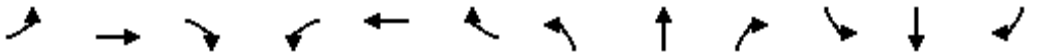
* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	619	486	0	780	534	0	0	0	478	0	161
Future Volume (vph)	0	619	486	0	780	534	0	0	0	478	0	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.90	0.90	0.25	0.84	0.89	0.25	0.25	0.25	0.82	0.25	0.75
Adj. Flow (vph)	0	688	540	0	929	600	0	0	0	583	0	215
RTOR Reduction (vph)	0	0	0	0	0	182	0	0	0	0	0	157
Lane Group Flow (vph)	0	688	540	0	929	418	0	0	0	583	0	58
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		26.2	26.2		23.2	37.8				14.6		14.6
Effective Green, g (s)		26.2	26.2		23.2	37.8				14.6		14.6
Actuated g/C Ratio		0.48	0.48		0.43	0.70				0.27		0.27
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		1707	763		1512	1101				923		749
v/s Ratio Prot		0.19	c0.34		0.26	0.10				c0.17		
v/s Ratio Perm						0.16						0.02
v/c Ratio		0.40	0.71		0.61	0.38				0.63		0.08
Uniform Delay, d1		9.0	11.0		12.1	3.4				17.5		14.8
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	2.5		0.5	0.1				1.0		0.0
Delay (s)		9.1	13.5		12.6	3.5				18.5		14.8
Level of Service		A	B		B	A				B		B
Approach Delay (s)		11.0			9.0			0.0			17.5	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	54.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	935	0	0	1138	388	0	0	285	0	0	234
Future Volume (vph)	142	935	0	0	1138	388	0	0	285	0	0	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.84	0.83	0.25	0.25	0.88	0.92	0.25	0.25	0.94	0.25	0.25	0.88
Adj. Flow (vph)	169	1127	0	0	1293	422	0	0	303	0	0	266
RTOR Reduction (vph)	0	0	0	0	0	180	0	0	271	0	0	240
Lane Group Flow (vph)	169	1127	0	0	1293	242	0	0	32	0	0	26
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	12.9	54.2			33.6	40.8			7.7			7.2
Effective Green, g (s)	12.9	54.2			33.6	40.8			7.7			7.2
Actuated g/C Ratio	0.18	0.74			0.46	0.56			0.10			0.10
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	311	2750			1705	1009			315			295
v/s Ratio Prot	c0.10	c0.30			c0.35	c0.02			0.01			
v/s Ratio Perm						0.13						0.01
v/c Ratio	0.54	0.41			0.76	0.24			0.10			0.09
Uniform Delay, d1	27.6	3.6			16.5	8.4			29.7			30.1
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	1.9	0.1			2.0	0.1			0.1			0.1
Delay (s)	29.5	3.7			18.5	8.5			29.9			30.2
Level of Service	C	A			B	A			C			C
Approach Delay (s)		7.1			16.0			29.9			30.2	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	73.4	Sum of lost time (s)	18.7
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	7	427	32	14	544
Future Volume (veh/h)	15	7	427	32	14	544
Number	3	18	2	12	1	6
Initial Q, 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
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	8	464	35	15	591
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	55	49	1436	640	35	2152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.03	0.40	0.40	0.02	0.61
Unsig. Movement Delay						
Ln Grp Delay, s/veh	14.6	13.2	5.2	4.5	19.9	2.4
Ln Grp LOS	B	B	A	A	B	A
Approach Vol, veh/h	24		499			606
Approach Delay, s/veh	14.2		5.1			2.8
Approach LOS	B		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	2.0	7.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	5.0	14.5	5.3			19.5		
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5		
Max Green (Gmax), s	5.0	18.5	18.0			28.0		
Max Allow Headway (MAH), s	3.7	4.8	3.9			4.8		
Max Q Clear (g_c+I1), s	2.2	4.2	2.2			3.9		
Green Ext Time (g_e), s	0.0	2.4	0.0			3.6		
Prob of Phs Call (p_c)	0.10	1.00	0.15			1.00		
Prob of Max Out (p_x)	1.00	0.04	0.00			0.01		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1585	1585			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Prot)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	15	0	16	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	35	0	55	0	0	0	0	0
V/C Ratio (X)	0.43	0.00	0.29	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	360	0	1295	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	12.0	0.0	11.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.9	0.0	14.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	464	0	0	0	591	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	0.0	0.0	1.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1436	0	0	0	2152	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	2656	0	0	0	4020	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	0.0	0.0	2.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.2	0.0	0.0	0.0	2.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	35	8	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	640	49	0	0	0	0	0
V/C Ratio (X)	0.00	0.05	0.16	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1185	1153	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.5	11.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	13.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	0	245	11	4	0	439	433	12	1	322	102
Future Volume (veh/h)	146	0	245	11	4	0	439	433	12	1	322	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	0	318	22	8	0	499	476	48	4	383	124
Peak Hour Factor	0.83	0.25	0.77	0.50	0.50	0.25	0.88	0.91	0.25	0.25	0.84	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	220	448	881	44	263	0	563	1555	156	10	590	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.00	0.24	0.02	0.14	0.00	0.32	0.48	0.48	0.01	0.17	0.17
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.8	0.0	9.0	42.7	26.4	0.0	28.0	11.6	11.6	62.1	28.9	28.1
Ln Grp LOS	D	A	A	D	C	A	C	B	B	E	C	C
Approach Vol, veh/h		494			30			1023			511	
Approach Delay, s/veh		18.9			38.3			19.6			29.0	
Approach LOS		B			D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	4.9	38.4	6.3	21.5	27.0	16.3	13.3	14.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	80.5	6.0	20.5	52.5	33.0	16.5	10.0
Max Allow Headway (MAH), s	3.7	4.9	3.9	3.9	3.7	4.7	3.7	5.4
Max Q Clear (g_c+I1), s	2.2	8.4	2.9	9.9	20.9	9.2	8.8	2.3
Green Ext Time (g_e), s	0.0	3.1	0.0	0.8	1.6	2.7	0.3	0.0
Prob of Phs Call (p_c)	0.08	1.00	0.35	1.00	1.00	1.00	0.97	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.02	0.00	0.00	0.03	0.03

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3261		1870		3554		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		328		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	4	0	22	0	499	0	176	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.2	0.0	0.9	0.0	18.9	0.0	6.8	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	0.9	0.0	18.9	0.0	6.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	10	0	44	0	563	0	220	0
V/C Ratio (X)	0.42	0.00	0.50	0.00	0.89	0.00	0.80	0.00
Avail Cap (c_a), veh/h	125	0	150	0	1316	0	414	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	35.2	0.0	34.2	0.0	23.1	0.0	30.3	0.0
Incr Delay (d2), s/veh	26.9	0.0	8.4	0.0	4.9	0.0	6.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	62.1	0.0	42.7	0.0	28.0	0.0	36.8	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.4	0.0	6.9	0.0	2.6	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.8	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.5	0.0	7.7	0.0	3.0	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.12	0.00	0.95	0.00	0.51	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	259	0	0	0	383	0	8
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	1870
Q Serve Time (g_s), s	0.0	6.3	0.0	0.0	0.0	7.2	0.0	0.3
Cycle Q Clear Time (g_c), s	0.0	6.3	0.0	0.0	0.0	7.2	0.0	0.3
Lane Grp Cap (c), veh/h	0	848	0	448	0	590	0	263
V/C Ratio (X)	0.00	0.31	0.00	0.00	0.00	0.65	0.00	0.03
Avail Cap (c_a), veh/h	0	2013	0	539	0	1650	0	263
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.4	0.0	0.0	0.0	27.7	0.0	26.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.6	0.0	0.0	0.0	28.9	0.0	26.4
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.0	0.0	2.8	0.0	0.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	0.0	0.0	2.9	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	265	0	318	0	124	0	0
Grp Sat Flow (s), veh/h/ln	0	1811	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	6.4	0.0	7.9	0.0	5.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.4	0.0	7.9	0.0	5.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	22.5	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	864	0	881	0	263	0	0
V/C Ratio (X)	0.00	0.31	0.00	0.36	0.00	0.47	0.00	0.00
Avail Cap (c_a), veh/h	0	2052	0	958	0	736	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.4	0.0	8.8	0.0	26.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.2	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.6	0.0	9.0	0.0	28.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	2.4	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	2.5	0.0	1.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.63	0.00	0.49	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	66	2	0	1	108	896	3	1	550	5
Future Volume (veh/h)	4	0	66	2	0	1	108	896	3	1	550	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	0	84	8	0	4	132	974	8	4	655	8
Peak Hour Factor	0.50	0.25	0.79	0.25	0.25	0.25	0.82	0.92	0.38	0.25	0.84	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	19	0	250	19	0	250	174	1486	12	10	1147	14
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.00	0.16	0.01	0.00	0.16	0.10	0.41	0.41	0.01	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	35.7	0.0	17.0	35.7	0.0	15.5	25.7	11.3	11.3	47.4	13.2	13.2
Ln Grp LOS	D	A	B	D	A	B	C	B	B	D	B	B
Approach Vol, veh/h		92			12			1114			667	
Approach Delay, s/veh		18.7			29.0			13.0			13.4	
Approach LOS		B			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	4.7	22.4	5.0	11.4	8.7	18.4	5.0	11.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.4	56.8	21.7	18.1	14.2	48.0	5.1	34.7
Max Allow Headway (MAH), s	3.7	4.8	3.9	5.5	3.7	4.8	3.8	5.7
Max Q Clear (g_c+I1), s	2.1	11.4	2.2	4.0	5.1	8.6	2.2	2.1
Green Ext Time (g_e), s	0.0	6.4	0.0	0.3	0.2	3.8	0.0	0.0
Prob of Phs Call (p_c)	0.05	1.00	0.09	0.69	0.80	1.00	0.09	0.69
Prob of Max Out (p_x)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3612		0		3595		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		30		1585		44		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	4	0	8	0	132	0	8	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.1	0.0	0.2	0.0	3.1	0.0	0.2	0.0
Cycle Q Clear Time (g_c), s	0.1	0.0	0.2	0.0	3.1	0.0	0.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	10	0	19	0	174	0	19	0
V/C Ratio (X)	0.41	0.00	0.42	0.00	0.76	0.00	0.42	0.00
Avail Cap (c_a), veh/h	222	0	890	0	583	0	209	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.5	0.0	21.3	0.0	19.1	0.0	21.3	0.0
Incr Delay (d2), s/veh	25.9	0.0	14.4	0.0	6.6	0.0	14.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	47.4	0.0	35.7	0.0	25.7	0.0	35.7	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.1	0.0	1.0	0.0	0.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.3	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.1	0.0	1.3	0.0	0.1	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.03	0.00	0.23	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	479	0	0	0	324	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	9.4	0.0	0.0	0.0	6.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.4	0.0	0.0	0.0	6.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	731	0	0	0	567	0	0
V/C Ratio (X)	0.00	0.66	0.00	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	2325	0	0	0	1965	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.3	0.0	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.3	0.0	0.0	0.0	13.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.0	0.0	1.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	0.0	0.0	1.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	503	0	84	0	339	0	4
Grp Sat Flow (s), veh/h/ln	0	1865	0	1585	0	1862	0	1585
Q Serve Time (g_s), s	0.0	9.4	0.0	2.0	0.0	6.6	0.0	0.1
Cycle Q Clear Time (g_c), s	0.0	9.4	0.0	2.0	0.0	6.6	0.0	0.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.02	0.00	1.00	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	767	0	250	0	594	0	250
V/C Ratio (X)	0.00	0.66	0.00	0.34	0.00	0.57	0.00	0.02
Avail Cap (c_a), veh/h	0	2440	0	661	0	2059	0	1267
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.3	0.0	16.3	0.0	12.3	0.0	15.4
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.8	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.3	0.0	17.0	0.0	13.2	0.0	15.5
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.6	0.0	1.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	0.7	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.01	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	31	7	0	7	7	1100	4	5	732	7
Future Volume (veh/h)	10	0	31	7	0	7	7	1100	4	5	732	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	0	56	8	0	16	12	1183	8	12	822	28
Peak Hour Factor	0.50	0.25	0.55	0.88	0.25	0.44	0.58	0.93	0.50	0.42	0.89	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	122	0	108	16	0	32	28	1757	12	28	1703	58
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.00	0.07	0.03	0.00	0.03	0.02	0.49	0.49	0.02	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.3	0.0	23.9	29.5	0.0	0.0	32.3	9.7	9.7	32.3	8.2	8.1
Ln Grp LOS	C	A	C	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		76			24			1203			862	
Approach Delay, s/veh		23.0			29.5			9.9			8.5	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	10.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	5.2	26.3	5.8	7.6	5.2	26.3		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		
Max Green (Gmax), s	5.1	54.8	5.1	7.0	10.5	49.4		
Max Allow Headway (MAH), s	3.7	4.8	5.6	5.0	3.7	4.8		
Max Q Clear (g_c+I1), s	2.3	13.2	2.6	3.5	2.3	9.1		
Green Ext Time (g_e), s	0.0	8.6	0.0	0.1	0.0	5.2		
Prob of Phs Call (p_c)	0.14	1.00	0.26	0.61	0.14	1.00		
Prob of Max Out (p_x)	1.00	0.03	1.00	1.00	0.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		548	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3618	0	0		3506		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		24	1097	1585		119		

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

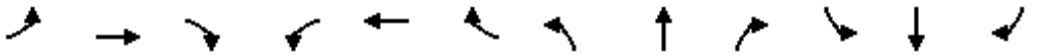
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	12	0	24	20	12	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1645	1781	1781	0	0	0
Q Serve Time (g_s), s	0.3	0.0	0.6	0.5	0.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.6	0.5	0.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.33	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	28	0	47	122	28	0	0	0
V/C Ratio (X)	0.44	0.00	0.51	0.16	0.44	0.00	0.00	0.00
Avail Cap (c_a), veh/h	203	0	187	278	418	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	21.9	0.0	21.4	19.7	21.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.4	0.0	8.1	0.6	10.4	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
Control Delay (d), s/veh	32.3	0.0	29.5	20.3	32.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.2	0.2	0.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.3	0.2	0.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.01	0.03	0.03	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	581	0	0	0	417	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.2	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.2	0.0	0.0	0.0	7.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	863	0	0	0	863	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	2174	0	0	0	1960	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	0.0	0.0	8.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	1.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	0.0	0.0	1.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	610	0	56	0	433	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1849	0	0
Q Serve Time (g_s), s	0.0	11.2	0.0	1.5	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.2	0.0	1.5	0.0	7.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.67	1.00	0.00	0.06	0.00	0.00
Lane Grp Cap (c), veh/h	0	906	0	108	0	898	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.52	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	2283	0	248	0	2039	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	20.2	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.8	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	23.9	0.0	8.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.5	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.6	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.01	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	725	63	104	648	835	124	215	72	571	107	80
Future Volume (veh/h)	87	725	63	104	648	835	124	215	72	571	107	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	2363	1870	1870	1870	2166	1870	1870
Adj Flow Rate, veh/h	92	763	66	109	682	835	131	226	76	571	113	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	116	888	77	133	1014	2426	158	267	226	2071	727	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.26	0.26	0.07	0.27	0.27	0.09	0.14	0.14	0.33	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	69.6	53.8	54.1	82.1	42.9	12.5	67.3	60.3	49.8	31.2	25.3	20.0
Ln Grp LOS	E	D	D	F	D	B	E	E	D	C	C	C
Approach Vol, veh/h		921			1626			433			768	
Approach Delay, s/veh		55.5			29.9			60.6			29.1	
Approach LOS		E			C			E			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	14.1	40.3	15.8	56.4	12.9	41.5	47.0	25.3
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	* 7.2
Max Green (Gmax), s	11.2	42.9	20.3	52.0	24.0	30.1	42.4	* 31
Max Allow Headway (MAH), s	3.7	4.9	3.7	4.4	3.7	4.4	3.7	4.7
Max Q Clear (g_c+I1), s	9.6	29.1	11.2	7.0	8.4	22.6	10.6	16.9
Green Ext Time (g_e), s	0.0	4.0	0.2	0.8	0.2	4.5	2.1	1.1
Prob of Phs Call (p_c)	0.98	1.00	0.99	1.00	0.96	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.23	0.00	0.00	0.00	0.73	0.00	0.01

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		6188	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3394		1870		3741		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		294		1585		4004		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	3	0
Grp Vol (v), veh/h	109	0	131	0	92	0	571	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	2063	0
Q Serve Time (g_s), s	7.6	0.0	9.2	0.0	6.4	0.0	8.6	0.0
Cycle Q Clear Time (g_c), s	7.6	0.0	9.2	0.0	6.4	0.0	8.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	133	0	158	0	116	0	2071	0
V/C Ratio (X)	0.82	0.00	0.83	0.00	0.79	0.00	0.28	0.00
Avail Cap (c_a), veh/h	158	0	286	0	338	0	2071	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	57.8	0.0	56.8	0.0	58.3	0.0	30.9	0.0
Incr Delay (d2), s/veh	24.4	0.0	10.5	0.0	11.3	0.0	0.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.1	0.0	67.3	0.0	69.6	0.0	31.2	0.0
1st-Term Q (Q1), veh/ln	3.4	0.0	4.0	0.0	2.8	0.0	4.1	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.5	0.0	0.4	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.3	0.0	4.5	0.0	3.2	0.0	4.2	0.0
%ile Storage Ratio (RQ%)	0.64	0.00	0.33	0.00	0.81	0.00	0.71	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	420	0	113	0	682	0	226
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	27.1	0.0	5.0	0.0	20.6	0.0	14.9
Cycle Q Clear Time (g_c), s	0.0	27.1	0.0	5.0	0.0	20.6	0.0	14.9
Lane Grp Cap (c), veh/h	0	489	0	727	0	1014	0	267
V/C Ratio (X)	0.00	0.86	0.00	0.16	0.00	0.67	0.00	0.85
Avail Cap (c_a), veh/h	0	634	0	768	0	1014	0	458
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	44.5	0.0	25.2	0.0	41.2	0.0	53.0
Incr Delay (d2), s/veh	0.0	9.2	0.0	0.1	0.0	1.8	0.0	7.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	53.8	0.0	25.3	0.0	42.9	0.0	60.3
1st-Term Q (Q1), veh/ln	0.0	12.2	0.0	2.1	0.0	9.2	0.0	6.8
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.2	0.0	0.5

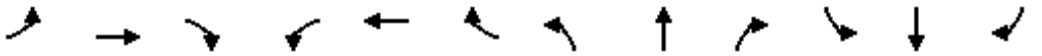
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.4	0.0	2.2	0.0	9.5	0.0	7.4
%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.02	0.00	0.31	0.00	0.44
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	409	0	84	0	835	0	76
Grp Sat Flow (s), veh/h/ln	0	1818	0	1585	0	2002	0	1585
Q Serve Time (g_s), s	0.0	27.1	0.0	3.9	0.0	13.2	0.0	5.5
Cycle Q Clear Time (g_c), s	0.0	27.1	0.0	3.9	0.0	13.2	0.0	5.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	2002.2	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	8.3	0.0	42.4	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.16	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	476	0	719	0	2426	0	226
V/C Ratio (X)	0.00	0.86	0.00	0.12	0.00	0.34	0.00	0.34
Avail Cap (c_a), veh/h	0	616	0	754	0	2426	0	388
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	44.5	0.0	19.9	0.0	12.4	0.0	48.9
Incr Delay (d2), s/veh	0.0	9.5	0.0	0.1	0.0	0.1	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	54.1	0.0	20.0	0.0	12.5	0.0	49.8
1st-Term Q (Q1), veh/ln	0.0	11.8	0.0	1.4	0.0	5.4	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.1	0.0	1.4	0.0	5.5	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.18	0.00	0.53	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

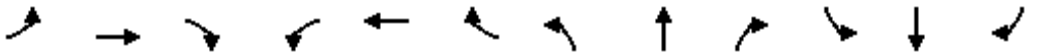
* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	973	360	0	1265	346	0	0	0	476	0	292
Future Volume (vph)	0	973	360	0	1265	346	0	0	0	476	0	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.95	0.87	0.25	0.92	0.89	0.25	0.25	0.25	0.86	0.25	0.81
Adj. Flow (vph)	0	1024	414	0	1375	389	0	0	0	553	0	360
RTOR Reduction (vph)	0	0	0	0	0	94	0	0	0	0	0	98
Lane Group Flow (vph)	0	1024	414	0	1375	295	0	0	0	553	0	262
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		38.3	38.3		35.3	51.8				16.5		16.5
Effective Green, g (s)		38.3	38.3		35.3	51.8				16.5		16.5
Actuated g/C Ratio		0.56	0.56		0.52	0.76				0.24		0.24
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		1984	887		1829	1200				829		673
v/s Ratio Prot		c0.29	0.26		c0.39	0.06				c0.16		
v/s Ratio Perm						0.13						0.09
v/c Ratio		0.52	0.47		0.75	0.25				0.67		0.39
Uniform Delay, d1		9.3	8.9		13.0	2.4				23.4		21.7
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	0.1		1.6	0.0				1.6		0.1
Delay (s)		9.4	9.1		14.6	2.5				25.0		21.8
Level of Service		A	A		B	A				C		C
Approach Delay (s)		9.3			11.9			0.0			23.7	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1194	0	0	996	406	0	0	617	0	0	623
Future Volume (vph)	256	1194	0	0	996	406	0	0	617	0	0	623
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	269	1257	0	0	1048	427	0	0	649	0	0	656
RTOR Reduction (vph)	0	0	0	0	0	154	0	0	183	0	0	513
Lane Group Flow (vph)	269	1257	0	0	1048	273	0	0	466	0	0	143
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	22.7	68.7			38.3	60.8			23.0			22.5
Effective Green, g (s)	22.7	68.7			38.3	60.8			23.0			22.5
Actuated g/C Ratio	0.22	0.67			0.37	0.59			0.22			0.22
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	389	2479			1382	1024			670			655
v/s Ratio Prot	c0.15	c0.34			c0.28	0.06			c0.16			
v/s Ratio Perm						0.11						0.05
v/c Ratio	0.69	0.51			0.76	0.27			0.70			0.22
Uniform Delay, d1	37.0	8.7			28.4	10.3			36.9			33.1
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	5.2	0.2			2.4	0.1			3.2			0.2
Delay (s)	42.3	8.9			30.8	10.5			40.0			33.3
Level of Service	D	A			C	B			D			C
Approach Delay (s)		14.8			24.9			40.0			33.3	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	103.2	Sum of lost time (s)	18.7
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	227	97	930	211	90	528
Future Volume (veh/h)	227	97	930	211	90	528
Number	3	18	2	12	1	6
Initial Q, 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
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	102	979	222	95	556
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	No				No	
Cap, veh/h	338	301	1420	633	144	2098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.19	0.40	0.40	0.08	0.59
Unsig. Movement Delay						
Ln Grp Delay, s/veh	18.2	15.0	10.8	8.9	23.3	4.1
Ln Grp LOS	B	B	B	A	C	A
Approach Vol, veh/h	341		1201			651
Approach Delay, s/veh	17.3		10.5			6.9
Approach LOS	B		B			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	2.0	7.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	7.8	20.8	12.3			28.6		
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5		
Max Green (Gmax), s	6.5	22.0	18.0			33.0		
Max Allow Headway (MAH), s	3.7	4.7	3.8			4.8		
Max Q Clear (g_c+I1), s	4.1	11.3	7.1			5.1		
Green Ext Time (g_e), s	0.0	5.0	0.8			3.4		
Prob of Phs Call (p_c)	0.66	1.00	0.98			1.00		
Prob of Max Out (p_x)	1.00	0.48	0.02			0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1585	1585			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Prot)		L					

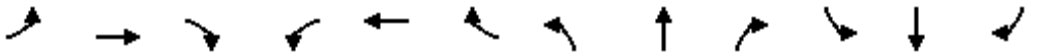
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	95	0	239	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	2.1	0.0	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.1	0.0	5.1	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	144	0	338	0	0	0	0	0
V/C Ratio (X)	0.66	0.00	0.71	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	283	0	784	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	18.3	0.0	15.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	5.1	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	23.3	0.0	18.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.11	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	979	0	0	0	556	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	9.3	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.3	0.0	0.0	0.0	3.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1420	0	0	0	2098	0	0
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1912	0	0	0	2868	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.2	0.0	0.0	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.8	0.0	0.0	0.0	4.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	0.0	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	222	102	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	4.0	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.0	2.3	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	633	301	0	0	0	0	0
V/C Ratio (X)	0.00	0.35	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	853	698	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.6	14.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.9	15.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.7	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.09	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1	299	3	1	1	196	385	3	3	458	150
Future Volume (veh/h)	188	1	299	3	1	1	196	385	3	3	458	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	4	329	12	4	4	280	443	12	12	587	195
Peak Hour Factor	0.84	0.25	0.91	0.25	0.25	0.25	0.70	0.87	0.25	0.25	0.78	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	279	539	758	27	126	126	339	1478	40	27	862	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.29	0.29	0.01	0.15	0.15	0.19	0.42	0.42	0.01	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	33.1	17.3	12.1	44.8	0.0	25.0	31.6	13.4	13.4	44.8	24.4	23.3
Ln Grp LOS	C	B	B	D	A	C	C	B	B	D	C	C
Approach Vol, veh/h		557			20			735			794	
Approach Delay, s/veh		20.6			36.9			20.3			24.4	
Approach LOS		C			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	5.5	33.0	5.5	24.1	17.5	21.0	15.2	14.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.5	66.5	5.5	34.5	36.5	35.5	29.5	10.5
Max Allow Headway (MAH), s	3.7	4.9	3.9	3.9	3.7	4.7	3.7	5.6
Max Q Clear (g_c+I1), s	2.5	7.7	2.5	11.3	12.3	12.2	10.3	2.3
Green Ext Time (g_e), s	0.0	2.6	0.0	1.1	0.8	4.3	0.5	0.0
Prob of Phs Call (p_c)	0.20	1.00	0.20	1.00	1.00	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.00	0.02	0.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3534		1870		3554		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		96		1585		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	12	0	12	0	280	0	224	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.5	0.0	0.5	0.0	10.3	0.0	8.3	0.0
Cycle Q Clear Time (g_c), s	0.5	0.0	0.5	0.0	10.3	0.0	8.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	27	0	27	0	339	0	279	0
V/C Ratio (X)	0.45	0.00	0.45	0.00	0.82	0.00	0.80	0.00
Avail Cap (c_a), veh/h	144	0	144	0	954	0	771	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	33.3	0.0	33.3	0.0	26.5	0.0	27.8	0.0
Incr Delay (d2), s/veh	11.5	0.0	11.5	0.0	5.1	0.0	5.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.8	0.0	44.8	0.0	31.6	0.0	33.1	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.2	0.0	3.9	0.0	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.5	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.3	0.0	4.4	0.0	3.5	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.07	0.00	0.54	0.00	0.60	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	222	0	4	0	587	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	5.7	0.0	0.1	0.0	10.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.7	0.0	0.1	0.0	10.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	743	0	539	0	862	0	0
V/C Ratio (X)	0.00	0.30	0.00	0.01	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	1733	0	946	0	1850	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.2	0.0	17.3	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.4	0.0	17.3	0.0	24.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	3.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	0.0	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	233	0	329	0	195	0	8
Grp Sat Flow (s), veh/h/ln	0	1853	0	1585	0	1585	0	1716
Q Serve Time (g_s), s	0.0	5.7	0.0	9.3	0.0	7.2	0.0	0.3
Cycle Q Clear Time (g_c), s	0.0	5.7	0.0	9.3	0.0	7.2	0.0	0.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	1.00	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	775	0	758	0	384	0	251
V/C Ratio (X)	0.00	0.30	0.00	0.43	0.00	0.51	0.00	0.03
Avail Cap (c_a), veh/h	0	1807	0	1104	0	825	0	264
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.2	0.0	11.7	0.0	22.3	0.0	25.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.4	0.0	1.0	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
Control Delay (d), s/veh	0.0	13.4	0.0	12.1	0.0	23.3	0.0	25.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	3.0	0.0	2.6	0.0	0.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	3.1	0.0	2.7	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.78	0.00	0.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	59	145	22	15	10	147	535	69	48	736	25
Future Volume (veh/h)	16	59	145	22	15	10	147	535	69	48	736	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	236	196	88	60	40	196	686	138	192	809	57
Peak Hour Factor	0.50	0.25	0.74	0.25	0.25	0.25	0.75	0.78	0.50	0.25	0.91	0.44
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	56	272	226	114	336	224	237	890	179	233	1009	71
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.29	0.29	0.06	0.32	0.32	0.13	0.30	0.30	0.13	0.30	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.9	0.0	35.7	49.2	0.0	20.6	42.4	29.1	29.1	42.6	30.4	30.3
Ln Grp LOS	D	A	D	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		464			188			1020			1058	
Approach Delay, s/veh		36.6			34.0			31.7			32.5	
Approach LOS		D			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	15.4	29.7	9.8	28.6	15.6	29.5	7.1	31.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	18.5	38.2	9.8	35.5	18.5	38.2	6.5	38.8
Max Allow Headway (MAH), s	3.7	4.9	3.9	5.3	3.7	4.8	3.8	5.5
Max Q Clear (g_c+I1), s	10.8	19.7	6.1	21.8	11.0	20.5	3.5	5.5
Green Ext Time (g_e), s	0.3	4.4	0.1	2.3	0.3	4.5	0.0	0.6
Prob of Phs Call (p_c)	0.99	1.00	0.87	1.00	0.99	1.00	0.52	1.00
Prob of Max Out (p_x)	0.03	0.10	1.00	0.10	0.04	0.12	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2948		945		3367		1047

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		593		785		237		698

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	192	0	88	0	196	0	32	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	8.8	0.0	4.1	0.0	9.0	0.0	1.5	0.0
Cycle Q Clear Time (g_c), s	8.8	0.0	4.1	0.0	9.0	0.0	1.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	233	0	114	0	237	0	56	0
V/C Ratio (X)	0.82	0.00	0.77	0.00	0.83	0.00	0.57	0.00
Avail Cap (c_a), veh/h	394	0	209	0	394	0	138	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	35.4	0.0	38.5	0.0	35.3	0.0	39.9	0.0
Incr Delay (d2), s/veh	7.2	0.0	10.7	0.0	7.2	0.0	8.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.6	0.0	49.2	0.0	42.4	0.0	48.9	0.0
1st-Term Q (Q1), veh/ln	3.5	0.0	1.8	0.0	3.6	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.3	0.0	0.5	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.0	0.0	2.1	0.0	4.1	0.0	0.8	0.0
%ile Storage Ratio (RQ%)	0.68	0.00	0.36	0.00	0.69	0.00	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	413	0	0	0	427	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	17.7	0.0	0.0	0.0	18.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.7	0.0	0.0	0.0	18.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	536	0	0	0	532	0	0
V/C Ratio (X)	0.00	0.77	0.00	0.00	0.00	0.80	0.00	0.00
Avail Cap (c_a), veh/h	0	812	0	0	0	812	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.5	0.0	0.0	0.0	27.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.0	0.0	3.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.1	0.0	0.0	0.0	30.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	0.0	0.0	7.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.1	0.0	0.0	0.0	7.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.00	0.00	0.25	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	411	0	432	0	439	0	100
Grp Sat Flow (s), veh/h/ln	0	1764	0	1729	0	1828	0	1745
Q Serve Time (g_s), s	0.0	17.7	0.0	19.8	0.0	18.5	0.0	3.5
Cycle Q Clear Time (g_c), s	0.0	17.7	0.0	19.8	0.0	18.5	0.0	3.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.34	0.00	0.45	0.00	0.13	0.00	0.40
Lane Grp Cap (c), veh/h	0	533	0	498	0	548	0	559
V/C Ratio (X)	0.00	0.77	0.00	0.87	0.00	0.80	0.00	0.18
Avail Cap (c_a), veh/h	0	806	0	734	0	835	0	810
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.6	0.0	28.2	0.0	27.0	0.0	20.5
Incr Delay (d2), s/veh	0.0	2.6	0.0	7.4	0.0	3.3	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
Control Delay (d), s/veh	0.0	29.1	0.0	35.7	0.0	30.3	0.0	20.6
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	7.7	0.0	7.2	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	1.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.0	0.0	8.8	0.0	7.7	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.17	0.00	0.26	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	0	87	0	0	5	43	819	2	2	882	34
Future Volume (veh/h)	73	0	87	0	0	5	43	819	2	2	882	34
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	0	174	0	0	8	123	987	4	8	928	49
Peak Hour Factor	0.50	0.25	0.50	0.25	0.25	0.63	0.35	0.83	0.50	0.25	0.95	0.69
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	284	0	253	0	0	17	161	1681	7	19	1315	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.00	0.16	0.00	0.00	0.01	0.09	0.46	0.46	0.01	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.9	0.0	23.4	0.0	0.0	44.7	29.7	10.7	10.6	39.5	14.5	14.5
Ln Grp LOS	C	A	C	A	A	D	C	B	B	D	B	B
Approach Vol, veh/h		320			8			1114			985	
Approach Delay, s/veh		22.2			44.7			12.8			14.7	
Approach LOS		C			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	10.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	5.0	27.9	5.0	12.5	9.1	23.8		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		
Max Green (Gmax), s	5.5	45.5	5.5	15.5	13.5	37.5		
Max Allow Headway (MAH), s	3.7	4.8	5.7	4.7	3.7	4.8		
Max Q Clear (g_c+I1), s	2.2	12.1	2.3	7.2	5.4	13.5		
Green Ext Time (g_e), s	0.0	6.3	0.0	0.9	0.2	5.8		
Prob of Phs Call (p_c)	0.11	1.00	0.11	0.99	0.82	1.00		
Prob of Max Out (p_x)	1.00	0.02	1.00	0.21	0.01	0.07		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		0	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3630	0	0		3433		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		15	1585	1585		181		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)			L	L (Prot)			

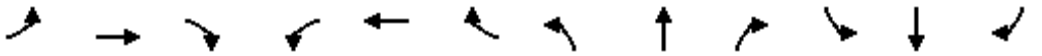
Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	8	0	0	146	123	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1781	1781	0	0	0
Q Serve Time (g_s), s	0.2	0.0	0.0	3.8	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	0.0	3.8	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	19	0	0	284	161	0	0	0
V/C Ratio (X)	0.43	0.00	0.00	0.51	0.76	0.00	0.00	0.00
Avail Cap (c_a), veh/h	194	0	0	547	476	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	24.8	0.0	0.0	19.4	22.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.7	0.0	0.0	1.4	7.3	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
Control Delay (d), s/veh	39.5	0.0	0.0	20.9	29.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	1.4	1.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	1.5	1.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.25	0.26	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	483	0	0	0	480	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	10.1	0.0	0.0	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	0.0	0.0	11.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	823	0	0	0	681	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.71	0.00	0.00
Avail Cap (c_a), veh/h	0	1601	0	0	0	1320	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.0	0.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.7	0.0	0.0	0.0	14.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	0.0	0.0	3.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	508	8	174	0	497	0	0
Grp Sat Flow (s), veh/h/ln	0	1868	1585	1585	0	1838	0	0
Q Serve Time (g_s), s	0.0	10.1	0.3	5.2	0.0	11.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.1	0.3	5.2	0.0	11.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	1.00	1.00	0.00	0.10	0.00	0.00
Lane Grp Cap (c), veh/h	0	865	17	253	0	704	0	0
V/C Ratio (X)	0.00	0.59	0.48	0.69	0.00	0.71	0.00	0.00
Avail Cap (c_a), veh/h	0	1683	173	487	0	1365	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.0	24.8	20.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	19.9	3.3	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.6	44.7	23.4	0.0	14.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.6	0.1	1.7	0.0	3.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.1	0.2	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.8	0.2	1.9	0.0	3.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.01	0.04	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	671	110	61	561	1147	54	129	28	1025	163	131
Future Volume (veh/h)	191	671	110	61	561	1147	54	129	28	1025	163	131
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	2363	1870	1870	1870	2166	1870	1870
Adj Flow Rate, veh/h	201	706	116	64	591	1147	57	136	29	1025	172	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	235	1089	179	83	980	2250	80	176	150	1856	654	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.35	0.35	0.05	0.26	0.26	0.04	0.09	0.09	0.30	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.0	31.7	31.8	66.6	36.6	15.2	63.9	56.2	47.2	33.9	26.2	16.5
Ln Grp LOS	E	C	C	E	D	B	E	E	D	C	C	B
Approach Vol, veh/h		1023			1802			222			1335	
Approach Delay, s/veh		36.5			24.0			57.0			31.1	
Approach LOS		D			C			E			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	9.8	45.9	9.6	46.1	19.3	36.4	38.0	17.7
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	* 7.2
Max Green (Gmax), s	12.4	50.7	10.4	52.9	27.4	35.7	33.4	* 31
Max Allow Headway (MAH), s	3.7	5.0	3.7	4.4	3.7	4.3	3.7	4.7
Max Q Clear (g_c+I1), s	6.0	23.2	5.5	9.3	14.3	21.6	17.5	9.9
Green Ext Time (g_e), s	0.0	5.1	0.0	1.3	0.4	7.6	3.7	0.7
Prob of Phs Call (p_c)	0.86	1.00	0.83	1.00	1.00	1.00	1.00	0.99
Prob of Max Out (p_x)	0.03	0.02	0.21	0.00	0.00	0.45	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		6188	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3134		1870		3741		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		515		1585		4004		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	3	0
Grp Vol (v), veh/h	64	0	57	0	201	0	1025	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	2063	0
Q Serve Time (g_s), s	4.0	0.0	3.5	0.0	12.3	0.0	15.5	0.0
Cycle Q Clear Time (g_c), s	4.0	0.0	3.5	0.0	12.3	0.0	15.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	83	0	80	0	235	0	1856	0
V/C Ratio (X)	0.77	0.00	0.72	0.00	0.86	0.00	0.55	0.00
Avail Cap (c_a), veh/h	198	0	166	0	438	0	1856	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.5	0.0	47.3	0.0	32.7	0.0
Incr Delay (d2), s/veh	14.0	0.0	11.4	0.0	8.7	0.0	1.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	66.6	0.0	63.9	0.0	56.0	0.0	33.9	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	1.5	0.0	5.3	0.0	7.3	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.6	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	1.8	0.0	5.8	0.0	7.5	0.0
%ile Storage Ratio (RQ%)	0.31	0.00	0.13	0.00	1.48	0.00	1.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	421	0	172	0	591	0	136
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	21.1	0.0	7.3	0.0	15.4	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	21.1	0.0	7.3	0.0	15.4	0.0	7.9
Lane Grp Cap (c), veh/h	0	650	0	654	0	980	0	176
V/C Ratio (X)	0.00	0.65	0.00	0.26	0.00	0.60	0.00	0.77
Avail Cap (c_a), veh/h	0	851	0	888	0	1199	0	521
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.6	0.0	25.9	0.0	36.0	0.0	49.3
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.2	0.0	0.6	0.0	6.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.7	0.0	26.2	0.0	36.6	0.0	56.2
1st-Term Q (Q1), veh/ln	0.0	9.0	0.0	3.1	0.0	6.8	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	3.1	0.0	6.8	0.0	3.9
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.03	0.00	0.23	0.00	0.24
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

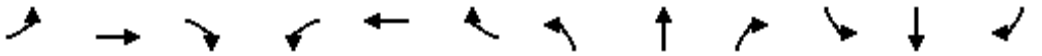
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	401	0	138	0	1147	0	29
Grp Sat Flow (s), veh/h/ln	0	1778	0	1585	0	2002	0	1585
Q Serve Time (g_s), s	0.0	21.2	0.0	5.5	0.0	19.6	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	21.2	0.0	5.5	0.0	19.6	0.0	1.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	2002.2	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	14.7	0.0	33.4	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.29	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	618	0	763	0	2250	0	150
V/C Ratio (X)	0.00	0.65	0.00	0.18	0.00	0.51	0.00	0.19
Avail Cap (c_a), veh/h	0	809	0	962	0	2484	0	441
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.6	0.0	16.4	0.0	15.0	0.0	46.5
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.1	0.0	0.2	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.8	0.0	16.5	0.0	15.2	0.0	47.2
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	1.9	0.0	8.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.8	0.0	1.9	0.0	8.1	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.24	0.00	0.79	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

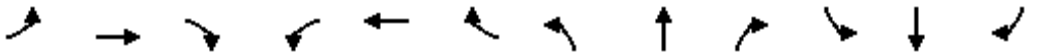
* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	959	760	0	1370	556	0	0	0	497	0	395
Future Volume (vph)	0	959	760	0	1370	556	0	0	0	497	0	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.90	0.90	0.25	0.84	0.89	0.25	0.25	0.25	0.82	0.25	0.75
Adj. Flow (vph)	0	1066	844	0	1631	625	0	0	0	606	0	527
RTOR Reduction (vph)	0	0	0	0	0	131	0	0	0	0	0	64
Lane Group Flow (vph)	0	1066	844	0	1631	494	0	0	0	606	0	463
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		48.0	48.0		45.0	62.5				17.5		17.5
Effective Green, g (s)		48.0	48.0		45.0	62.5				17.5		17.5
Actuated g/C Ratio		0.61	0.61		0.57	0.79				0.22		0.22
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		2150	961		2015	1252				760		617
v/s Ratio Prot		0.30	c0.53		0.46	0.09				c0.18		
v/s Ratio Perm						0.22						0.17
v/c Ratio		0.50	0.88		0.81	0.39				0.80		0.75
Uniform Delay, d1		8.7	13.0		13.6	2.5				29.1		28.7
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		0.1	8.9		2.4	0.1				5.5		4.6
Delay (s)		8.8	21.9		15.9	2.6				34.5		33.3
Level of Service		A	C		B	A				C		C
Approach Delay (s)		14.6			12.2			0.0			33.9	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	79.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	1148	0	0	1391	404	0	0	297	0	0	597
Future Volume (vph)	287	1148	0	0	1391	404	0	0	297	0	0	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.84	0.83	0.25	0.25	0.88	0.92	0.25	0.25	0.94	0.25	0.25	0.88
Adj. Flow (vph)	342	1383	0	0	1581	439	0	0	316	0	0	678
RTOR Reduction (vph)	0	0	0	0	0	72	0	0	186	0	0	584
Lane Group Flow (vph)	342	1383	0	0	1581	367	0	0	130	0	0	94
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	18.1	68.4			42.6	49.6			7.5			7.0
Effective Green, g (s)	18.1	68.4			42.6	49.6			7.5			7.0
Actuated g/C Ratio	0.21	0.78			0.49	0.57			0.09			0.08
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	366	2915			1815	1007			258			240
v/s Ratio Prot	c0.19	c0.37			c0.42	0.03			c0.04			
v/s Ratio Perm						0.20						0.03
v/c Ratio	0.93	0.47			0.87	0.36			0.51			0.39
Uniform Delay, d1	34.1	3.3			20.0	10.3			38.2			38.2
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	30.6	0.1			4.9	0.2			1.6			1.1
Delay (s)	64.6	3.4			24.8	10.5			39.7			39.2
Level of Service	E	A			C	B			D			D
Approach Delay (s)		15.5			21.7			39.7			39.2	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	87.4	Sum of lost time (s)	18.7
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	7	615	32	14	704
Future Volume (veh/h)	15	7	615	32	14	704
Number	3	18	2	12	1	6
Initial Q, 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
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	8	668	35	15	765
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	55	49	1436	640	35	2152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.03	0.40	0.40	0.02	0.61
Unsig. Movement Delay						
Ln Grp Delay, s/veh	14.6	13.2	5.6	4.5	19.9	2.6
Ln Grp LOS	B	B	A	A	B	A
Approach Vol, veh/h	24		703			780
Approach Delay, s/veh	14.2		5.6			2.9
Approach LOS	B		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	2.0	7.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	5.0	14.5	5.3			19.5		
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5		
Max Green (Gmax), s	5.0	18.5	18.0			28.0		
Max Allow Headway (MAH), s	3.7	4.8	3.9			4.8		
Max Q Clear (g_c+I1), s	2.2	5.4	2.2			4.7		
Green Ext Time (g_e), s	0.0	3.4	0.0			4.8		
Prob of Phs Call (p_c)	0.10	1.00	0.15			1.00		
Prob of Max Out (p_x)	1.00	0.15	0.00			0.02		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1585	1585			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Prot)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	15	0	16	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	35	0	55	0	0	0	0	0
V/C Ratio (X)	0.43	0.00	0.29	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	360	0	1295	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	12.0	0.0	11.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.9	0.0	14.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	668	0	0	0	765	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	3.4	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	0.0	0.0	2.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1436	0	0	0	2152	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	2656	0	0	0	4020	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	0.0	0.0	2.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.6	0.0	0.0	0.0	2.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	35	8	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	640	49	0	0	0	0	0
V/C Ratio (X)	0.00	0.05	0.16	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1185	1153	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.5	11.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	13.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	1	371	12	5	2	585	834	13	3	664	114
Future Volume (veh/h)	157	1	371	12	5	2	585	834	13	3	664	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	4	482	24	10	8	665	916	52	12	790	139
Peak Hour Factor	0.83	0.25	0.77	0.50	0.50	0.25	0.88	0.91	0.25	0.25	0.84	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	217	341	910	41	81	65	697	2153	122	24	895	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.18	0.18	0.02	0.08	0.08	0.39	0.63	0.63	0.01	0.25	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	76.5	39.9	16.1	70.2	0.0	50.9	55.6	11.4	11.4	72.7	51.8	37.1
Ln Grp LOS	E	D	B	E	A	D	E	B	B	E	D	D
Approach Vol, veh/h		675			42			1633			941	
Approach Delay, s/veh		33.2			62.0			29.4			49.9	
Approach LOS		C			E			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	6.1	79.6	7.2	26.3	51.2	34.5	19.0	14.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	80.5	6.0	20.5	52.5	33.0	16.5	10.0
Max Allow Headway (MAH), s	3.7	4.9	3.9	3.9	3.7	4.8	3.7	5.5
Max Q Clear (g_c+I1), s	2.8	18.2	3.6	23.8	45.2	27.5	14.4	3.1
Green Ext Time (g_e), s	0.0	6.7	0.0	0.0	1.5	2.5	0.1	0.0
Prob of Phs Call (p_c)	0.33	1.00	0.55	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	0.29	0.88	1.00	0.21

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3418		1870		3554		962

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		194		1585		1585		770

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	12	0	24	0	665	0	189	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.8	0.0	1.6	0.0	43.2	0.0	12.4	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	1.6	0.0	43.2	0.0	12.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	24	0	41	0	697	0	217	0
V/C Ratio (X)	0.49	0.00	0.59	0.00	0.95	0.00	0.87	0.00
Avail Cap (c_a), veh/h	75	0	90	0	785	0	247	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	58.4	0.0	57.7	0.0	35.2	0.0	51.4	0.0
Incr Delay (d2), s/veh	14.3	0.0	12.6	0.0	20.4	0.0	25.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	72.7	0.0	70.2	0.0	55.6	0.0	76.5	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.7	0.0	17.6	0.0	5.4	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	3.9	0.0	1.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	0.9	0.0	21.6	0.0	6.9	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.22	0.00	2.67	0.00	1.16	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	476	0	4	0	790	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	16.2	0.0	0.2	0.0	25.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.2	0.0	0.2	0.0	25.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1119	0	341	0	895	0	0
V/C Ratio (X)	0.00	0.43	0.00	0.01	0.00	0.88	0.00	0.00
Avail Cap (c_a), veh/h	0	1200	0	341	0	984	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	39.9	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	8.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.4	0.0	39.9	0.0	51.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.1	0.0	10.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	1.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	0.1	0.0	11.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.52	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	492	0	482	0	139	0	18
Grp Sat Flow (s), veh/h/ln	0	1835	0	1585	0	1585	0	1732
Q Serve Time (g_s), s	0.0	16.2	0.0	21.8	0.0	8.6	0.0	1.1
Cycle Q Clear Time (g_c), s	0.0	16.2	0.0	21.8	0.0	8.6	0.0	1.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	46.7	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	1.00	0.00	1.00	0.00	0.44
Lane Grp Cap (c), veh/h	0	1156	0	910	0	399	0	145
V/C Ratio (X)	0.00	0.43	0.00	0.53	0.00	0.35	0.00	0.12
Avail Cap (c_a), veh/h	0	1240	0	910	0	439	0	145
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	15.5	0.0	36.6	0.0	50.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.6	0.0	0.5	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.4	0.0	16.1	0.0	37.1	0.0	50.9
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	7.9	0.0	3.4	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	8.1	0.0	3.4	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	2.05	0.00	0.87	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	27	74	77	60	42	123	1398	47	16	994	14
Future Volume (veh/h)	9	27	74	77	60	42	123	1398	47	16	994	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	108	94	308	240	168	150	1520	124	64	1183	22
Peak Hour Factor	0.50	0.25	0.79	0.25	0.25	0.25	0.82	0.92	0.38	0.25	0.84	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	34	124	108	331	308	216	178	1599	130	82	1522	28
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.13	0.13	0.19	0.30	0.30	0.10	0.48	0.48	0.05	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	69.3	0.0	73.1	79.2	0.0	44.7	73.4	47.5	49.6	92.1	33.9	33.7
Ln Grp LOS	E	A	E	E	A	D	E	D	D	F	C	C
Approach Vol, veh/h		220			716			1794			1269	
Approach Delay, s/veh		72.8			59.5			50.7			36.7	
Approach LOS		E			E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0
Phs Duration (G+Y+Rc), s	9.9	60.7	26.2	20.2	16.2	54.4	6.7	39.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.4	56.8	21.7	18.1	14.2	48.0	5.1	34.7
Max Allow Headway (MAH), s	3.7	4.8	3.9	5.3	3.7	4.8	3.8	5.5
Max Q Clear (g_c+I1), s	6.2	53.7	21.9	15.4	11.7	35.3	3.2	27.0
Green Ext Time (g_e), s	0.0	2.5	0.0	0.3	0.1	5.7	0.0	1.6
Prob of Phs Call (p_c)	0.87	1.00	1.00	1.00	0.99	1.00	0.44	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	1.00	1.00	0.46	1.00	0.56

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3329		923		3569		1024

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		270		803		66		717

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	64	0	308	0	150	0	18	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	4.2	0.0	19.9	0.0	9.7	0.0	1.2	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	19.9	0.0	9.7	0.0	1.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	82	0	331	0	178	0	34	0
V/C Ratio (X)	0.78	0.00	0.93	0.00	0.84	0.00	0.53	0.00
Avail Cap (c_a), veh/h	82	0	331	0	216	0	78	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	55.2	0.0	46.9	0.0	51.7	0.0	56.8	0.0
Incr Delay (d2), s/veh	36.9	0.0	32.3	0.0	21.7	0.0	12.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	92.1	0.0	79.2	0.0	73.4	0.0	69.3	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	8.9	0.0	4.2	0.0	0.5	0.0
2nd-Term Q (Q2), veh/ln	0.8	0.0	3.0	0.0	1.1	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.6	0.0	11.8	0.0	5.2	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.45	0.00	2.00	0.00	0.89	0.00	0.11	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	807	0	0	0	589	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	50.5	0.0	0.0	0.0	33.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	50.5	0.0	0.0	0.0	33.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	853	0	0	0	758	0	0
V/C Ratio (X)	0.00	0.95	0.00	0.00	0.00	0.78	0.00	0.00
Avail Cap (c_a), veh/h	0	863	0	0	0	758	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.9	0.0	0.0	0.0	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	18.6	0.0	0.0	0.0	5.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	47.5	0.0	0.0	0.0	33.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.3	0.0	0.0	0.0	13.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.4	0.0	0.0	0.0	1.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	23.7	0.0	0.0	0.0	14.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.06	0.00	0.00	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	837	0	202	0	616	0	408
Grp Sat Flow (s), veh/h/ln	0	1822	0	1726	0	1858	0	1741
Q Serve Time (g_s), s	0.0	51.7	0.0	13.4	0.0	33.3	0.0	25.0
Cycle Q Clear Time (g_c), s	0.0	51.7	0.0	13.4	0.0	33.3	0.0	25.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	0.47	0.00	0.04	0.00	0.41
Lane Grp Cap (c), veh/h	0	875	0	231	0	793	0	524
V/C Ratio (X)	0.00	0.96	0.00	0.87	0.00	0.78	0.00	0.78
Avail Cap (c_a), veh/h	0	885	0	267	0	793	0	524
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.2	0.0	49.6	0.0	28.8	0.0	37.3
Incr Delay (d2), s/veh	0.0	20.4	0.0	23.4	0.0	4.9	0.0	7.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	49.6	0.0	73.1	0.0	33.7	0.0	44.7
1st-Term Q (Q1), veh/ln	0.0	20.3	0.0	5.7	0.0	13.7	0.0	10.7
2nd-Term Q (Q2), veh/ln	0.0	5.0	0.0	1.5	0.0	1.1	0.0	1.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	25.2	0.0	7.2	0.0	14.8	0.0	11.7
%ile Storage Ratio (RQ%)	0.00	1.12	0.00	0.14	0.00	0.49	0.00	0.27
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	0	84	7	0	7	102	1618	4	5	1292	86
Future Volume (veh/h)	54	0	84	7	0	7	102	1618	4	5	1292	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	0	153	8	0	16	176	1740	8	12	1452	344
Peak Hour Factor	0.50	0.25	0.55	0.88	0.25	0.44	0.58	0.93	0.50	0.42	0.89	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	146	0	130	14	0	28	211	2418	11	26	1613	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
Prop Arrive On Green	0.08	0.00	0.08	0.03	0.00	0.03	0.12	0.67	0.67	0.01	0.56	0.56
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.8	0.0	172.2	52.8	0.0	0.0	59.4	11.2	11.2	54.0	25.3	30.6
Ln Grp LOS	E	A	F	D	A	A	E	B	B	D	C	C
Approach Vol, veh/h		261			24			1924			1808	
Approach Delay, s/veh		124.1			52.8			15.6			28.2	
Approach LOS		F			D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	10.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	5.7	61.2	6.7	11.5	14.6	52.4		
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5		
Max Green (Gmax), s	5.1	54.8	5.1	7.0	10.5	49.4		
Max Allow Headway (MAH), s	3.7	4.8	5.6	4.8	3.7	4.9		
Max Q Clear (g_c+I1), s	2.6	28.2	3.2	9.0	10.2	42.5		
Green Ext Time (g_e), s	0.0	13.9	0.0	0.0	0.0	5.4		
Prob of Phs Call (p_c)	0.25	1.00	0.43	1.00	0.98	1.00		
Prob of Max Out (p_x)	1.00	0.42	1.00	1.00	1.00	0.93		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		548	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3628	0	0		2868		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		17	1097	1585		660		

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

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	12	0	24	108	176	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1645	1781	1781	0	0	0
Q Serve Time (g_s), s	0.6	0.0	1.2	5.0	8.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.6	0.0	1.2	5.0	8.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.33	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	26	0	42	146	211	0	0	0
V/C Ratio (X)	0.46	0.00	0.57	0.74	0.83	0.00	0.00	0.00
Avail Cap (c_a), veh/h	107	0	99	146	220	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	41.6	0.0	41.0	38.2	36.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.4	0.0	11.8	17.7	22.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	54.0	0.0	52.8	55.8	59.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.5	2.1	3.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.7	1.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.6	2.9	4.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.02	0.48	0.79	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	852	0	0	0	884	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	26.2	0.0	0.0	0.0	36.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.2	0.0	0.0	0.0	36.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1184	0	0	0	1000	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap (c_a), veh/h	0	1184	0	0	0	1031	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.1	0.0	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	0.0	0.0	9.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.2	0.0	0.0	0.0	25.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	0.0	0.0	11.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	2.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.4	0.0	0.0	0.0	14.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	896	0	153	0	912	0	0
Grp Sat Flow (s), veh/h/ln	0	1867	0	1585	0	1752	0	0
Q Serve Time (g_s), s	0.0	26.2	0.0	7.0	0.0	40.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.2	0.0	7.0	0.0	40.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.67	1.00	0.00	0.38	0.00	0.00
Lane Grp Cap (c), veh/h	0	1244	0	130	0	985	0	0
V/C Ratio (X)	0.00	0.72	0.00	1.17	0.00	0.93	0.00	0.00
Avail Cap (c_a), veh/h	0	1244	0	130	0	1016	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.1	0.0	39.1	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	133.2	0.0	13.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.2	0.0	172.2	0.0	30.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	2.6	0.0	12.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	4.8	0.0	3.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.8	0.0	7.5	0.0	16.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.15	0.00	0.21	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

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)	272	764	66	108	692	1962	129	351	75	1778	246	291
Future Volume (veh/h)	272	764	66	108	692	1962	129	351	75	1778	246	291
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	2363	1870	1870	1870	2166	1870	1870
Adj Flow Rate, veh/h	286	804	69	114	728	1962	136	369	79	1778	259	306
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	283	964	83	132	745	1921	159	384	325	1736	742	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.28	0.28	0.07	0.20	0.20	0.09	0.21	0.21	0.28	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	119.8	61.7	62.0	109.9	87.4	65.3	84.9	95.3	50.6	82.3	32.2	18.7
Ln Grp LOS	F	E	E	F	F	F	F	F	D	F	C	B
Approach Vol, veh/h		1159			2804			584			2343	
Approach Delay, s/veh		76.2			72.9			86.9			68.4	
Approach LOS		E			E			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	15.8	50.1	18.1	67.1	28.6	37.3	47.0	38.2
Change Period (Y+Rc), s	4.6	7.2	4.6	7.2	4.6	7.2	4.6	* 7.2
Max Green (Gmax), s	11.2	42.9	20.3	52.0	24.0	30.1	42.4	* 31
Max Allow Headway (MAH), s	3.7	4.9	3.7	4.3	3.7	4.2	3.7	4.7
Max Q Clear (g_c+I1), s	11.6	35.6	13.4	18.1	26.0	32.1	44.4	31.5
Green Ext Time (g_e), s	0.0	2.9	0.2	2.4	0.0	0.0	0.0	0.0
Prob of Phs Call (p_c)	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.69	0.04	0.00	1.00	1.00	0.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		6188	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3397		1870		3741		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		291		1585		4004		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	1	0	1	0	1	0	3	0
Grp Vol (v), veh/h	114	0	136	0	286	0	1778	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	2063	0
Q Serve Time (g_s), s	9.6	0.0	11.4	0.0	24.0	0.0	42.4	0.0
Cycle Q Clear Time (g_c), s	9.6	0.0	11.4	0.0	24.0	0.0	42.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	132	0	159	0	283	0	1736	0
V/C Ratio (X)	0.86	0.00	0.85	0.00	1.01	0.00	1.02	0.00
Avail Cap (c_a), veh/h	132	0	239	0	283	0	1736	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	69.2	0.0	67.8	0.0	63.6	0.0	54.4	0.0
Incr Delay (d2), s/veh	40.7	0.0	17.1	0.0	56.3	0.0	27.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	109.9	0.0	84.9	0.0	119.8	0.0	82.3	0.0
1st-Term Q (Q1), veh/ln	4.3	0.0	5.1	0.0	10.7	0.0	21.3	0.0
2nd-Term Q (Q2), veh/ln	1.5	0.0	0.8	0.0	4.4	0.0	4.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.8	0.0	5.9	0.0	15.1	0.0	25.8	0.0
%ile Storage Ratio (RQ%)	0.87	0.00	0.43	0.00	3.84	0.00	4.36	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.8	0.0	10.4	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	443	0	259	0	728	0	369
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	33.5	0.0	14.7	0.0	29.2	0.0	29.5
Cycle Q Clear Time (g_c), s	0.0	33.5	0.0	14.7	0.0	29.2	0.0	29.5
Lane Grp Cap (c), veh/h	0	531	0	742	0	745	0	384
V/C Ratio (X)	0.00	0.83	0.00	0.35	0.00	0.98	0.00	0.96
Avail Cap (c_a), veh/h	0	531	0	742	0	745	0	384
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	50.8	0.0	31.9	0.0	60.2	0.0	59.5
Incr Delay (d2), s/veh	0.0	10.9	0.0	0.3	0.0	27.2	0.0	35.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	61.7	0.0	32.2	0.0	87.4	0.0	95.3
1st-Term Q (Q1), veh/ln	0.0	15.4	0.0	6.5	0.0	13.6	0.0	13.7
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	0.1	0.0	2.8	0.0	3.8

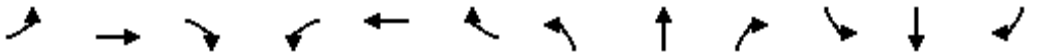
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	17.0	0.0	6.5	0.0	16.4	0.0	17.5
%ile Storage Ratio (RQ%)	0.00	0.56	0.00	0.07	0.00	0.54	0.00	1.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	430	0	306	0	1962	0	79
Grp Sat Flow (s), veh/h/ln	0	1818	0	1585	0	2002	0	1585
Q Serve Time (g_s), s	0.0	33.6	0.0	16.1	0.0	30.1	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	33.6	0.0	16.1	0.0	30.1	0.0	6.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	1585.1	0.0	2002.2	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	24.0	0.0	42.4	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.16	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	516	0	880	0	1921	0	325
V/C Ratio (X)	0.00	0.83	0.00	0.35	0.00	1.02	0.00	0.24
Avail Cap (c_a), veh/h	0	516	0	880	0	1921	0	325
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	50.8	0.0	18.5	0.0	39.3	0.0	50.2
Incr Delay (d2), s/veh	0.0	11.2	0.0	0.2	0.0	26.0	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
Control Delay (d), s/veh	0.0	62.0	0.0	18.7	0.0	65.3	0.0	50.6
1st-Term Q (Q1), veh/ln	0.0	14.9	0.0	5.7	0.0	33.7	0.0	2.5
2nd-Term Q (Q2), veh/ln	0.0	1.6	0.0	0.1	0.0	7.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	16.6	0.0	5.8	0.0	40.7	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.73	0.00	3.97	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	10.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.1
HCM 6th LOS	E

Notes

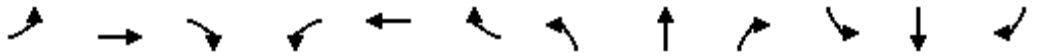
* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1720	863	0	2139	360	0	0	0	495	0	592
Future Volume (vph)	0	1720	863	0	2139	360	0	0	0	495	0	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Lane Util. Factor		0.95	1.00		0.95	1.00				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	1583				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	1583				3433		2787
Peak-hour factor, PHF	0.25	0.95	0.87	0.25	0.92	0.89	0.25	0.25	0.25	0.86	0.25	0.81
Adj. Flow (vph)	0	1811	992	0	2325	404	0	0	0	576	0	731
RTOR Reduction (vph)	0	0	0	0	0	56	0	0	0	0	0	42
Lane Group Flow (vph)	0	1811	992	0	2325	348	0	0	0	576	0	689
Turn Type		NA	Prot		NA	pm+ov				Prot		Perm
Protected Phases		2	2		6	4				4		
Permitted Phases						6						4
Actuated Green, G (s)		79.0	79.0		76.0	103.5				27.5		27.5
Effective Green, g (s)		79.0	79.0		76.0	103.5				27.5		27.5
Actuated g/C Ratio		0.66	0.66		0.63	0.86				0.23		0.23
Clearance Time (s)		7.0	7.0		7.0	6.5				6.5		6.5
Vehicle Extension (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lane Grp Cap (vph)		2329	1042		2241	1365				786		638
v/s Ratio Prot		0.51	c0.63		c0.66	0.06				0.17		
v/s Ratio Perm						0.16						c0.25
v/c Ratio		0.78	0.95		1.04	0.26				0.73		1.08
Uniform Delay, d1		14.4	18.8		22.0	1.5				42.8		46.2
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		1.5	17.3		29.6	0.0				3.1		58.9
Delay (s)		15.9	36.1		51.6	1.5				45.9		105.2
Level of Service		B	D		D	A				D		F
Approach Delay (s)		23.0			44.1			0.0			79.1	
Approach LOS		C			D			A			E	

Intersection Summary			
HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	611	1608	0	0	1397	422	0	0	642	0	0	1110
Future Volume (vph)	611	1608	0	0	1397	422	0	0	642	0	0	1110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Lane Util. Factor	1.00	*1.00			*1.00	1.00			*0.95			*0.95
Frt	1.00	1.00			1.00	0.85			0.85			0.85
Flt Protected	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	3725			3725	1583			3008			3008
Flt Permitted	0.95	1.00			1.00	1.00			1.00			1.00
Satd. Flow (perm)	1770	3725			3725	1583			3008			3008
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	643	1693	0	0	1471	444	0	0	676	0	0	1168
RTOR Reduction (vph)	0	0	0	0	0	40	0	0	88	0	0	778
Lane Group Flow (vph)	643	1693	0	0	1471	404	0	0	588	0	0	390
Turn Type	Prot	NA			NA	custom			Prot			Perm
Protected Phases	5	2			6	4			8			
Permitted Phases						6						4
Actuated Green, G (s)	50.3	122.0			64.0	90.0			26.5			26.0
Effective Green, g (s)	50.3	122.0			64.0	90.0			26.5			26.0
Actuated g/C Ratio	0.31	0.76			0.40	0.56			0.17			0.16
Clearance Time (s)	4.7	6.0			6.0	6.0			5.5			6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	556	2840			1490	949			498			488
v/s Ratio Prot	c0.36	c0.45			c0.39	0.07			c0.20			
v/s Ratio Perm						0.19						0.13
v/c Ratio	1.16	0.60			0.99	0.43			1.18			0.80
Uniform Delay, d1	54.9	8.3			47.6	20.1			66.8			64.5
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	89.3	0.3			20.1	0.3			100.1			8.9
Delay (s)	144.1	8.6			67.7	20.4			166.8			73.4
Level of Service	F	A			E	C			F			E
Approach Delay (s)		45.9			56.7			166.8			73.4	
Approach LOS		D			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	68.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.7
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	227	97	1176	211	90	785
Future Volume (veh/h)	227	97	1176	211	90	785
Number	3	18	2	12	1	6
Initial Q, 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
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	102	1238	222	95	826
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	No				No	
Cap, veh/h	328	292	1586	707	136	2205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.18	0.45	0.45	0.08	0.62
Unsig. Movement Delay						
Ln Grp Delay, s/veh	20.8	17.1	12.8	8.5	27.1	4.4
Ln Grp LOS	C	B	B	A	C	A
Approach Vol, veh/h	341		1460			921
Approach Delay, s/veh	19.7		12.2			6.8
Approach LOS	B		B			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	2.0	7.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	8.0	25.0	13.0			33.1		
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5		
Max Green (Gmax), s	5.0	23.5	18.0			33.0		
Max Allow Headway (MAH), s	3.7	4.7	3.8			4.8		
Max Q Clear (g_c+I1), s	4.4	15.6	7.8			7.3		
Green Ext Time (g_e), s	0.0	4.9	0.8			5.4		
Prob of Phs Call (p_c)	0.70	1.00	0.99			1.00		
Prob of Max Out (p_x)	1.00	0.77	0.03			0.02		

Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1781	0	1781					

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			3647		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		1585	1585			0		

Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	L (Prot)		L					

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	95	0	239	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	0	0	0	0
Q Serve Time (g_s), s	2.4	0.0	5.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.4	0.0	5.8	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1781	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	136	0	328	0	0	0	0	0
V/C Ratio (X)	0.70	0.00	0.73	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	194	0	697	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	20.7	0.0	17.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.3	0.0	3.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	27.1	0.0	20.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	2.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1238	0	0	0	826	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.6	0.0	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.6	0.0	0.0	0.0	5.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1586	0	0	0	2205	0	0
V/C Ratio (X)	0.00	0.78	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1814	0	0	0	2548	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.8	0.0	0.0	0.0	4.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.8	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	0.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	222	102	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	0	0	0	0	0
Q Serve Time (g_s), s	0.0	4.2	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.2	2.6	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	707	292	0	0	0	0	0
V/C Ratio (X)	0.00	0.31	0.35	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	809	620	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.2	16.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.5	17.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

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