![Pirzadeh logo] **Pirzadeh** & ASSOCIATES, INC.

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MEMORANDUM

To: Pete Zak, NCA Realty

From: Pete Pirzadeh

Date: June 10, 2015

Subject: Latitude II, Escondido, California

Pursuant to your request, we have evaluated the subject project to determine if any traffic improvements are required to address the potential impacts of the project. Our findings are indicated below:

Project

The proposed project consists of 112 condominium units. This project is expected to generate 78 AM peak hour trips, 99 PM peak hour trips and 980 Average Daily Trips (ADT). The project site will be served by a main access driveway off Centre City Parkway. The operation of this driveway will be limited to right turns in and out only. Two additional driveways, one off Washington Avenue and another one off Centre City Parkway will allow emergency exit from the site.

Potential Off-site Impacts

In 2012 the City of Escondido adopted an update to its General Plan. An EIR, including a comprehensive traffic study were prepared and approved for the General Plan Update. The EIR Traffic Study evaluated the potential impacts of the anticipated development for exiting and long range conditions, and identified a list of mitigation measures to address the identified impacts.

The proposed project site is included in an area (SPA 9), which was assumed to include 5,275 residential dwelling units in addition to other non-residential uses. The traffic study assumed that 4,000 of the residential units would be built by Horizon Year 2035 for assessing the related traffic impacts (EIR, Table 3-4). The proposed 112 DU condominium project is a part of the assumed 5,275 units in SPA 9. However, based on the allowed residential density in the area, the proposed project represents a fraction of the units that could be permitted and was assumed in the General Plan EIR. Furthermore, the proposed project would represent less than 3 percent of the units assumed in SPA 9 for the 2035 traffic impact analysis.

Based on the project traffic generation level and anticipated trip distribution pattern as shown on Figures 1 A, B, and C, the following intersections and roadway segments were

identified for a focused analysis to determine if the implementation of the proposed project would cause an impact at these locations:

Centre City Parkway at Mission Avenue
Centre City Parkway at Washington Avenue

Centre City Parkway:
SR 78 EB Off-Ramp to Mission Avenue
Mission Avenue to Project Access Drive
Washington Avenue to Project Access Drive
Washington Avenue to Valley Parkway

Mission Avenue:
Center City Parkway to Escondido Boulevard
Centre City Parkway to Quince Street

Washington Avenue:
Centre City Parkway to Escondido Boulevard
Centre City Parkway to Quince Street

The Downtown Specific Plan has established the acceptable level of service for roadway segments and intersections at LOS "E" in the downtown area. The EIR Traffic Study found that the above listed facilities will all operate at acceptable level of service at Horizon Year 2035. This finding was based on an analysis of impacts associated with the assumed land uses and facility improvements as planned by the City.

In order to evaluate any potential near term impacts associated with the proposed project, the existing (Year 2011/2012) roadway segment and intersection volumes presented in the EIR Traffic Study were increased by 10 percent to account for a 2.5 percent annual growth for four (4) years to bring the volumes to current (2015/2016) levels. This procedure is consistent with the methodology presented in the EIR Traffic Study. The intersection data for the intersection of Mission Avenue and Centre City Parkway is based on more recent information that was provided by the City of Escondido. The same annual growth rate was applied to this intersection to bring the date to current levels. The project trip generation was then added to these levels to evaluate the performance level of identified roadway segments and intersections (see Figures 2, 2A, 2B and 3, 3A, 3B). As shown in Tables 1 and 2, with the exception of one roadway segment, Centre City Parkway, SR78-Mission Avenue, all roadway segments and intersections will continue to operate at level of service "D" or better.

The segment of Centre City Parkway from SR-78 to Mission Avenue is operating at LOS "F" with and without the project. The City of Escondido Traffic Impact Analysis Guidelines ("Escondido Guidelines"), which implement Escondido's Environmental Quality Regulations as set forth in Escondido Municipal Code Section 33-924, state that the threshold of significance for a facility with a LOS "F" is a V/C increase of 0.02. As shown in Table 1

below, the project's added V/C ratio to this segment is only 0.006. Therefore the project's increase to Centre City Parkway segment between Mission and SR-78 is less than significant.

The Escondido Guidelines additionally state that mitigation measures should be considered for any segment operating at LOS "F". Similarly the General Plan EIR Traffic Study Significance Criteria (Section 4.0, page 13) states *"Where LOS E/F street segment operations are calculated, a secondary analysis of the adjacent intersections is conducted to determine the peak hour operations at either end of the segment. The peak hour intersection analysis is a more complicated and robust calculation as compared to the simplistic volume/capacity analysis required for street segments. If the adjacent intersections demonstrate acceptable LOS D or better operations, then it is determined that the street segment impact is in fact not significant, despite the poor V/C calculations, since intersection operations are considered more indicative of actual roadway system operations than street segment analysis."* As shown in Table 2 below, the intersection of Centre City Parkway and Mission Avenue is projected to operate at LOS C, the other end the segment at SR-78 operates without an intersection, and the northbound portion of this segment of Center City Parkway has a third lane from Mission to SR-78 which provides further capacity for the roadway. Therefore, in accordance with the applicable regulation and guidelines as clarified by the General Plan EIR, the impact along this segment of Centre City Parkway is less than significant and does not require mitigation.

The project impacts for Existing With Project Cumulative, which includes traffic generation for a recently approved project, Center Point, are also identified in Tables 1 and 2. Additionally, the long range project impacts were analyzed based on adding the project traffic generation to the Year 2035 conditions at the study intersections and along identified roadway segments. As shown in Tables 1 and 2 the proposed project does not adversely impact any intersections and roadway segments for these analysis scenarios and horizon years.

Conclusions

Based on the City's adopted threshold of significance and acceptable level of service for roadway segments and intersections, the proposed project will not adversely impact any existing or future planned facilities during the short range and long range horizon year scenarios. The project is being developed at a significantly lower density than anticipated in the General Plan EIR and the project represents less than 3 percent of the residential units assumed in the Horizon Year 2035 land uses. The project traffic generation is an insignificant (less than 1 percent) portion of the total additional trip generation (Residential and Commercial) assumed in 2035.

Please call me if you have any questions regarding our findings related to the proposed project.
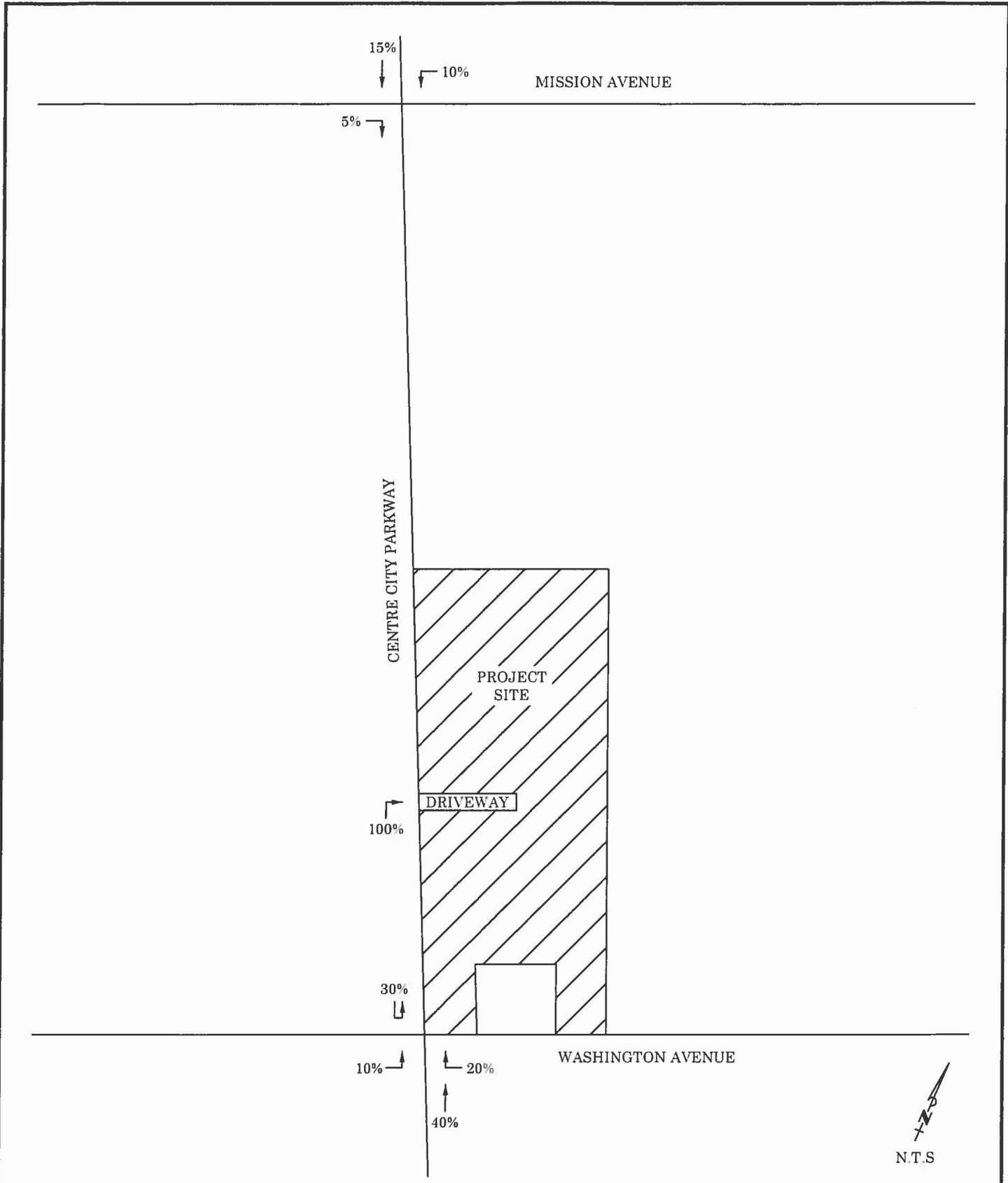
PAI 18103(1)-LatitudeII-06102015-PZak-TrafficEvaluationAnalysis-mem.pkp

15%

10%

MISSION AVENUE

5%

CENTRE CITY PARKWAY

PROJECT
SITE

DRIVEWAY

100%

30%

10%

20%

WASHINGTON AVENUE

40%

N.T.S
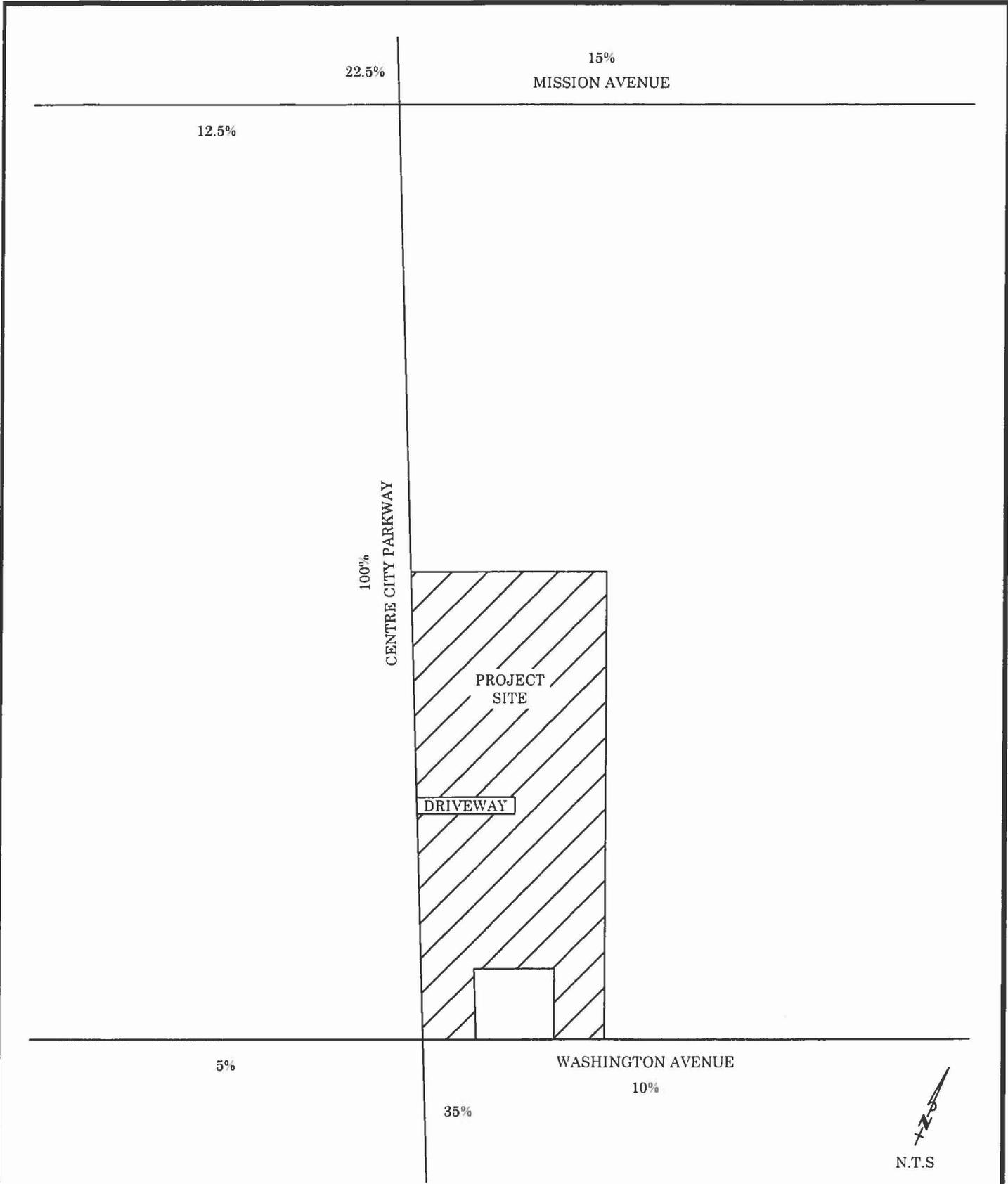
06/03/2015

Figure 1A

Project Site/ Trip Distribution (%) - Peak Hour Inbound

Escondido, California

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MISSION AVENUE

30% 20% 30% 20%

CENTRE CITY PARKWAY

PROJECT
SITE

100% DRIVEWAY

30%

WASHINGTON AVENUE

N.T.S

06/03/2015

Figure 1B

Project Site/ Trip Distribution (%) - Peak Hour Outbound
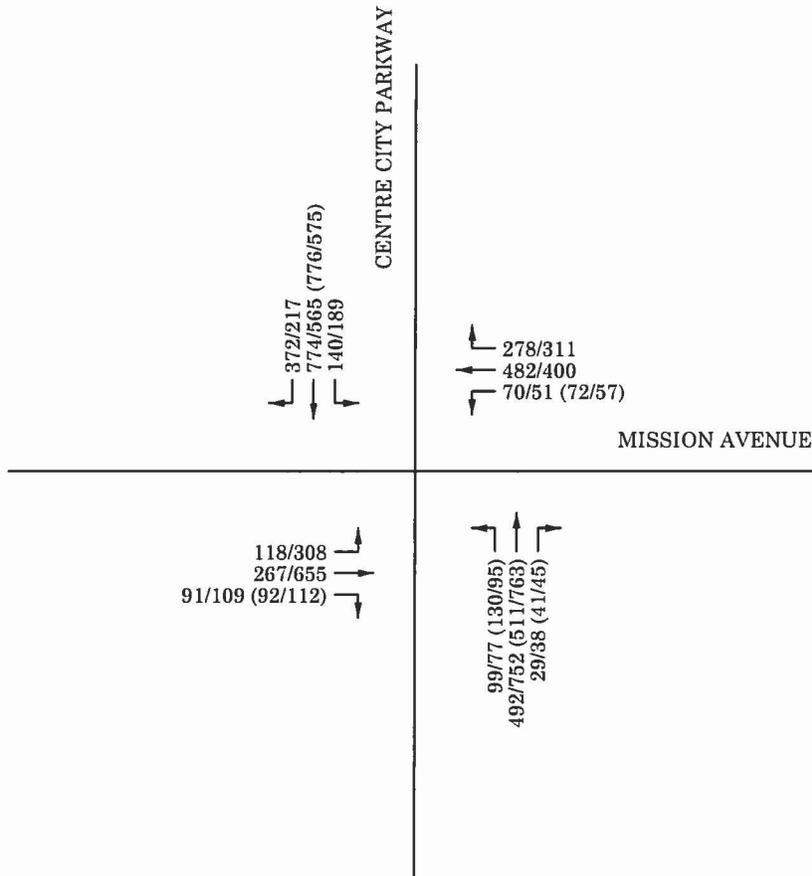
Escondido, California

Pirzadeh
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22.5%

15%
MISSION AVENUE

12.5%

100%

CENTRE CITY PARKWAY

PROJECT
SITE

DRIVEWAY

5%

WASHINGTON AVENUE
10%

35%

N.T.S

06/03/2015

Figure 1C

Project Site/ Trip Distribution (%) - Daily

Escondido, California

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CENTRE CITY PARKWAY

372/217
774/565 (776/575)
140/189

278/311
482/400
70/51 (72/57)

MISSION AVENUE

118/308
267/655
91/109 (92/112)

99/77 (130/95)
492/752 (511/763)
29/38 (41/45)

Legend
XX/YY = AM/PM Peak Hour Volume **No Project**
(XX/YY) = AM/PM Peak Hour Volume **With Project**

N.T.S

06/10/2015

Figure 2

Intersection Peak Hour Volumes - Existing
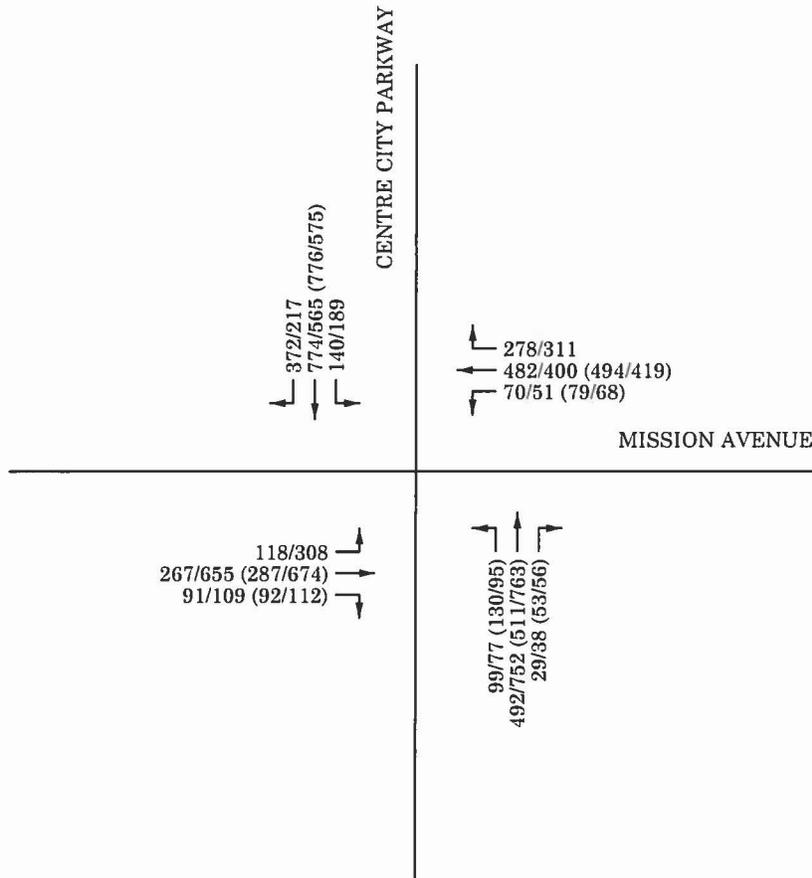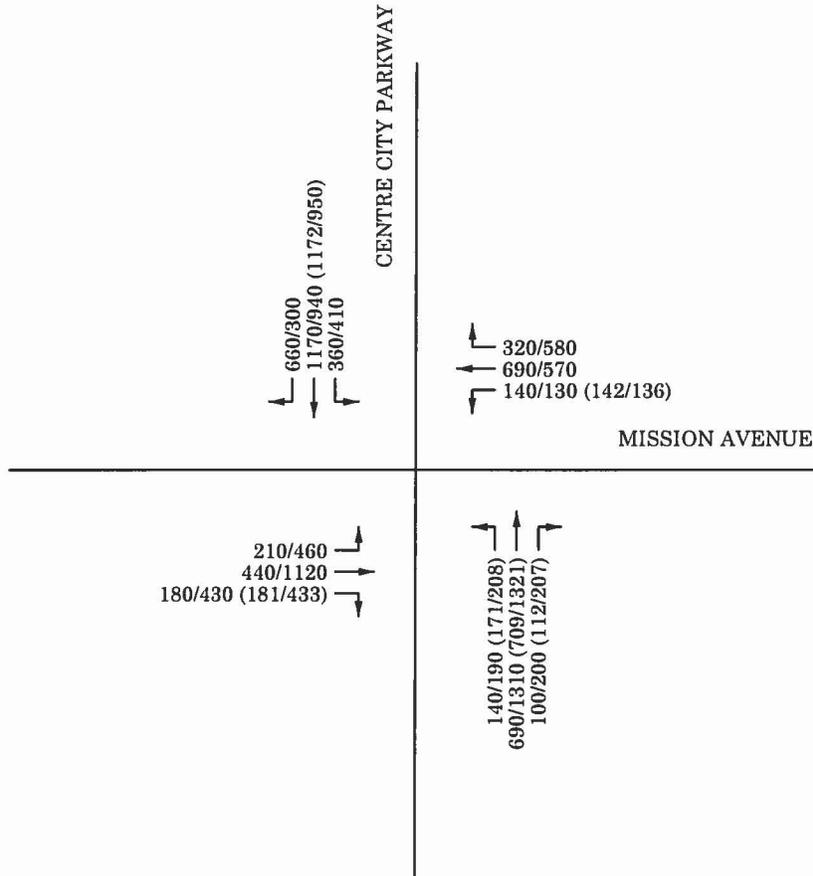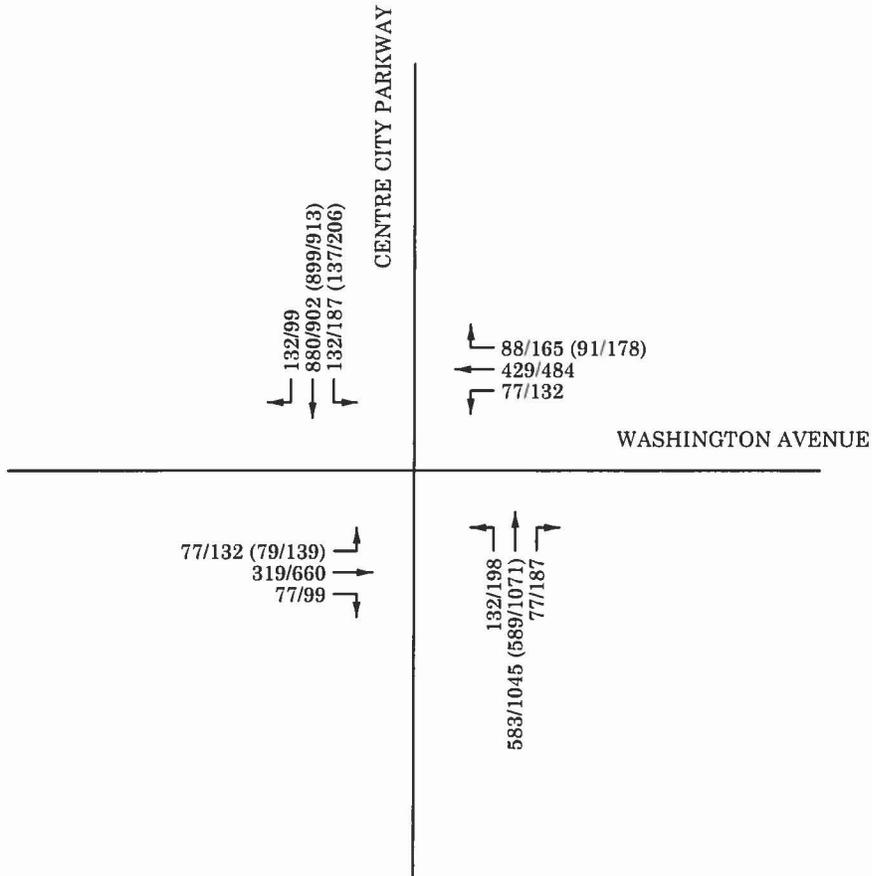
Centre City Parkway/ Mission Avenue

Pirzadeh
& ASSOCIATES, INC.

CENTRE CITY PARKWAY

372/217
774/565 (776/575)
140/189

278/311
482/400 (494/419)
70/51 (79/68)

MISSION AVENUE

118/308
267/655 (287/674)
91/109 (92/112)

99/77 (130/95)
492/752 (511/763)
29/38 (53/56)

06/10/2015

Figure 2A

Intersection Peak Hour Volumes - Existing Cummulative

Centre City Parkway/ Mission Avenue

Pirzadeh
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CENTRE CITY PARKWAY

660/300
1170/940 (1172/950)
360/410

320/580
690/570
140/130 (142/136)

MISSION AVENUE

210/460
440/1120
180/430 (181/433)

140/190 (171/208)
690/1310 (709/1321)
100/200 (112/207)

Legend

XX/YY = AM/PM Peak Hour Volume **No Project**

(XX/YY) = AM/PM Peak Hour Volume **With Project**

N.T.S

06/10/2015

Figure 2B

Intersection Peak Hour Volumes - Year 2035

Centre City Parkway/ Mission Avenue

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CENTRE CITY PARKWAY

132/99
880/902 (899/913)
132/187 (137/206)

88/165 (91/178)
429/484
77/132

WASHINGTON AVENUE

77/132 (79/139)
319/660
77/99

132/198
583/1045 (589/1071)
77/187

Legend

XX/YY = AM/PM Peak Hour Volume **No Project**
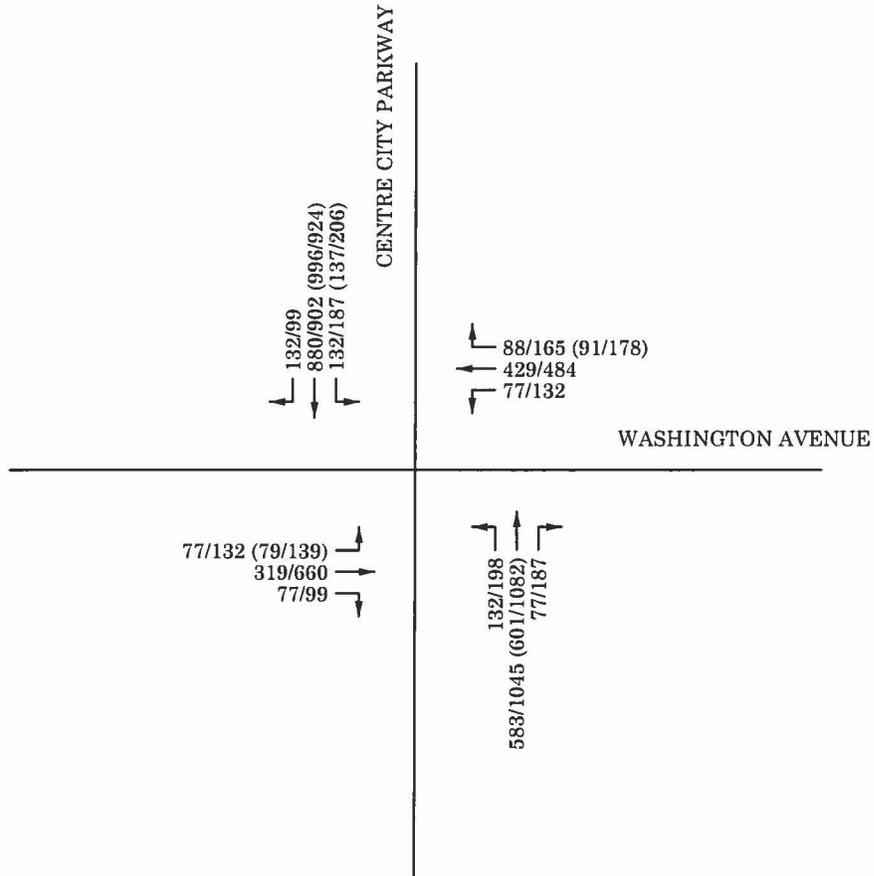
(XX/YY) = AM/PM Peak Hour Volume **With Project**

N.T.S

06/10/2015

Figure 3

Intersection Peak Hour Volumes - Existing

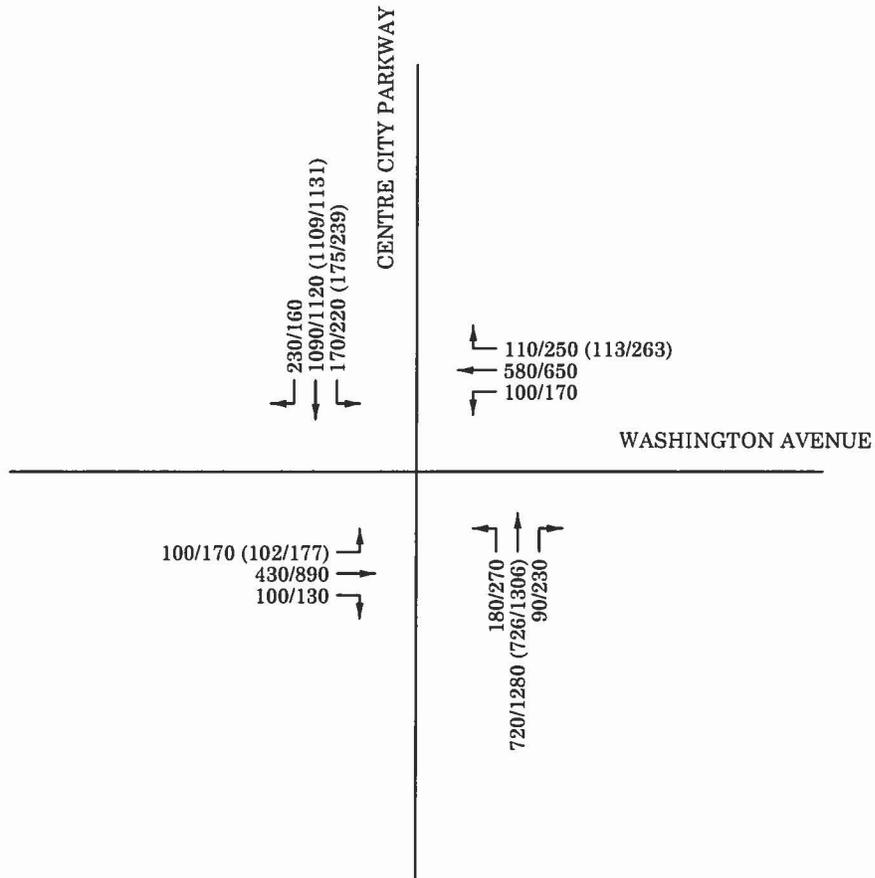Centre City Parkway/ Washington Avenue

Pirzadeh
& ASSOCIATES, INC.

CENTRE CITY PARKWAY

132/99
880/902 (996/924)
132/187 (137/206)

88/165 (91/178)
429/484
77/132

WASHINGTON AVENUE

77/132 (79/139)
319/660
77/99

132/198
583/1045 (601/1082)
77/187

N.T.S

06/10/2015

Figure 3A

Intersection Peak Hour Volumes - Existing Cummulative

Centre City Parkway/ Washington Avenue

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CENTRE CITY PARKWAY

230/160
1090/1120 (1109/1131)
170/220 (175/239)

110/250 (113/263)
580/650
100/170

WASHINGTON AVENUE

100/170 (102/177)
430/890
100/130

180/270
720/1280 (726/1306)
90/230

Legend

XX/YY = AM/PM Peak Hour Volume **No Project**

(XX/YY) = AM/PM Peak Hour Volume **With Project**

N.T.S

06/10/2015

Figure 3B

Intersection Peak Hour Volumes - Year 2035

Centre City Parkway/ Washington Avenue

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Table 1
Street Segment Operations

Street Segment	Currently Built As	Existing Capacity (LOS E)	Existing No Project			Existing With Project			With Project Cummulative			2035 Built As	2035 Capacity (LOS E)	2035 No Project			2035 With Project		
			ADT	LOS	V/C	ADT	LOS	V/C	ADT	LOS	V/C			ADT	LOS	V/C	ADT	LOS	V/C
North/South Roadways																			
Centre City Parkway																			
SR-78-EB Off-Ramp to Mission Avenue	4-Ln Major	37,000	38,940	F	1.052	39,160	F	1.058	39,160	F	1.057	6-Ln Super Major	50,000	46,400	E	0.930	46,620	E	0.930
Mission Avenue to Project Access	4-Ln Major	37,000	32,340	D	0.874	32,830	D	0.890	33,035	D	0.890	6-Ln Super Major	50,000	41,500	D	0.830	41,990	D	0.840
Washington Avenue to Project Access	4-Ln Major	37,000	32,340	D	0.874	32,830	D	0.890	33,035	D	0.890	6-Ln Super Major	50,000	41,500	D	0.830	41,990	D	0.840
Washington Avenue to Valley Parkway	4-Ln Major	37,000	32,560	D	0.880	32,903	D	0.890	33,108	D	0.890	6-Ln Super Major	50,000	31,700	C	0.630	32,043	C	0.640
East/West Roadways																			
Mission Avenue																			
Centre City Parkway to Escondido Boulevard	4-Ln Collector	34,200	27,060	D	0.79	27,207	D	0.80	28,007	D	0.82	6-Ln Super Major	50,000	39,800	D	0.80	39,947	D	0.80
Centre City Parkway to Quince Street	4-Ln Major	37,000	30,690	D	0.83	30,813	D	0.83	31,203	D	0.84	6-Ln Super Major	50,000	44,500	D	0.89	44,623	D	0.89
Washington Avenue																			
Centre City Parkway to Escondido Boulevard	4-Ln Collector	34,200	22,220	C	0.65	22,318	C	0.65	22,318	C	0.65	4-Ln Collector	34,200	28,800	D	0.84	28,898	D	0.84
Centre City Parkway to Quince Street	4-Ln Collector	34,200	19,690	C	0.58	19,739	C	0.58	19,739	C	0.65	4-Ln Collector	34,200	30,000	D	0.88	30,049	D	0.88

Table 2
Intersection Operations[1]

Intersection	Control Type	Peak Hour	Existing No Project		Existing With Project		With Project Cummulative		2035 No Project		2035 With Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Centre City Parkway/ Mission Avenue	Signal	AM	29.9	C	30.9	C	31.3	C	34.1	C	35.3	D
		PM	34.2	C	35.0	C	35.5	D	41.8	D	42.2	D
Centre City Parkway/ Washington Avenue	Signal	AM	27.9	C	28.1	C	28.1	C	28.6	C	28.8	C
		PM	40.6	D	41.7	D	41.8	D	47.7	D	49.5	D

(1) Intersection analysis worksheets attached.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↱		↱	↑↱		↰↱	↑↱		↰↱	↑↱	
Volume (veh/h)	118	267	91	70	482	278	99	492	29	140	774	372
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	2	2	0	2	2	0
Cap, veh/h	157	860	0	98	735	0	166	1850	0	217	1905	0
Arrive On Green	0.09	0.23	0.00	0.06	0.20	0.00	0.05	0.50	0.00	0.06	0.51	0.00
Sat Flow, veh/h	1774	3725	0	1774	3725	0	3442	3725	0	3442	3725	0
Grp Volume(v), veh/h	128	290	0	76	524	0	108	535	0	152	841	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	7.3	6.7	0.0	4.4	13.6	0.0	3.2	8.7	0.0	4.5	14.8	0.0
Cycle Q Clear(g_c), s	7.3	6.7	0.0	4.4	13.6	0.0	3.2	8.7	0.0	4.5	14.8	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	157	860	0	98	735	0	166	1850	0	217	1905	0
V/C Ratio(X)	0.81	0.34	0.00	0.78	0.71	0.00	0.65	0.29	0.00	0.70	0.44	0.00
Avail Cap(c_a), veh/h	223	1222	0	188	1150	0	199	1850	0	332	1905	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.4	33.2	0.0	48.3	38.9	0.0	48.5	15.3	0.0	47.6	16.0	0.0
Incr Delay (d2), s/veh	14.2	0.2	0.0	12.4	1.3	0.0	5.6	0.4	0.0	4.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.9	3.1	0.0	2.3	6.5	0.0	1.5	3.9	0.0	2.1	6.5	0.0
Lane Grp Delay (d), s/veh	60.5	33.5	0.0	60.7	40.2	0.0	54.0	15.7	0.0	51.6	16.7	0.0
Lane Grp LOS	E	C		E	D		D	B		D	B	
Approach Vol, veh/h		418			600			643			993	
Approach Delay, s/veh		41.8			42.8			22.2			22.1	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	13.2	27.9		9.7	24.4		9.0	55.4		10.5	57.0	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	13.0	34.0		11.0	32.0		6.0	49.0		10.0	53.0	
Max Q Clear Time (g_c+I1), s	9.3	8.7		6.4	15.6		5.2	10.7		6.5	16.8	
Green Ext Time (p_c), s	0.1	5.6		0.1	4.8		0.0	12.2		0.1	12.0	

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↟		↰	↑↟		↰↰	↑↟		↰↰	↑↟	
Volume (veh/h)	308	655	109	51	400	311	77	752	38	189	565	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	2	2	0	2	2	0
Cap, veh/h	372	1341	0	71	709	0	136	1368	0	269	1512	0
Arrive On Green	0.21	0.36	0.00	0.04	0.19	0.00	0.04	0.37	0.00	0.08	0.41	0.00
Sat Flow, veh/h	1774	3725	0	1774	3725	0	3442	3725	0	3442	3725	0
Grp Volume(v), veh/h	335	712	0	55	435	0	84	817	0	205	614	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	19.0	15.6	0.0	3.2	11.1	0.0	2.5	18.4	0.0	6.0	12.1	0.0
Cycle Q Clear(g_c), s	19.0	15.6	0.0	3.2	11.1	0.0	2.5	18.4	0.0	6.0	12.1	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	372	1341	0	71	709	0	136	1368	0	269	1512	0
V/C Ratio(X)	0.90	0.53	0.00	0.78	0.61	0.00	0.62	0.60	0.00	0.76	0.41	0.00
Avail Cap(c_a), veh/h	497	1728	0	154	1008	0	166	1368	0	299	1512	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.9	26.2	0.0	49.2	38.4	0.0	48.9	26.5	0.0	46.8	21.9	0.0
Incr Delay (d2), s/veh	15.9	0.3	0.0	16.4	0.9	0.0	4.6	1.9	0.0	9.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	9.9	7.1	0.0	1.7	5.2	0.0	1.2	8.7	0.0	3.0	5.5	0.0
Lane Grp Delay (d), s/veh	55.7	26.5	0.0	65.6	39.3	0.0	53.6	28.5	0.0	56.7	22.7	0.0
Lane Grp LOS	E	C		E	D		D	C		E	C	
Approach Vol, veh/h		1047			490			901			819	
Approach Delay, s/veh		35.9			42.2			30.8			31.2	
Approach LOS		D			D			C			C	

Timer											
Assigned Phs	7	4		3	8		5	2		1	6
Phs Duration (G+Y+Rc), s	25.7	41.3		8.1	23.7		8.1	42.0		12.1	46.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Max Green Setting (Gmax), s	29.0	48.0		9.0	28.0		5.0	38.0		9.0	42.0
Max Q Clear Time (g_c+I1), s	21.0	17.6		5.2	13.1		4.5	20.4		8.0	14.1
Green Ext Time (p_c), s	0.6	9.0		0.0	6.6		0.0	9.1		0.1	11.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↱		↱	↑↱		↰↰	↑↱		↰↰	↑↱	
Volume (veh/h)	118	267	92	72	482	278	130	511	41	140	776	372
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	2	2	0	2	2	0
Cap, veh/h	157	851	0	100	732	0	197	1861	0	216	1882	0
Arrive On Green	0.09	0.23	0.00	0.06	0.20	0.00	0.06	0.50	0.00	0.06	0.51	0.00
Sat Flow, veh/h	1774	3725	0	1774	3725	0	3442	3725	0	3442	3725	0
Grp Volume(v), veh/h	128	290	0	78	524	0	141	555	0	152	843	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	7.4	6.8	0.0	4.6	13.8	0.0	4.2	9.2	0.0	4.5	15.2	0.0
Cycle Q Clear(g_c), s	7.4	6.8	0.0	4.6	13.8	0.0	4.2	9.2	0.0	4.5	15.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	157	851	0	100	732	0	197	1861	0	216	1882	0
V/C Ratio(X)	0.81	0.34	0.00	0.78	0.72	0.00	0.72	0.30	0.00	0.70	0.45	0.00
Avail Cap(c_a), veh/h	220	1208	0	186	1137	0	197	1861	0	328	1882	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.0	33.8	0.0	48.8	39.4	0.0	48.6	15.4	0.0	48.2	16.6	0.0
Incr Delay (d2), s/veh	14.7	0.2	0.0	12.2	1.3	0.0	11.7	0.4	0.0	4.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.9	3.2	0.0	2.4	6.5	0.0	2.1	4.0	0.0	2.1	6.6	0.0
Lane Grp Delay (d), s/veh	61.7	34.1	0.0	61.0	40.7	0.0	60.3	15.8	0.0	52.3	17.4	0.0
Lane Grp LOS	E	C		E	D		E	B		D	B	
Approach Vol, veh/h		418			602			696			995	
Approach Delay, s/veh		42.5			43.4			24.9			22.7	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	13.3	28.0		9.9	24.6		10.0	56.4		10.6	57.0	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	13.0	34.0		11.0	32.0		6.0	49.0		10.0	53.0	
Max Q Clear Time (g_c+I1), s	9.4	8.8		6.6	15.8		6.2	11.2		6.5	17.2	
Green Ext Time (p_c), s	0.1	5.6		0.1	4.8		0.0	12.5		0.1	12.3	

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↱		↱	↑↱		↰↱	↑↱		↰↱	↑↱	
Volume (veh/h)	308	655	112	57	400	311	95	763	45	189	575	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	2	2	0	2	2	0
Cap, veh/h	371	1318	0	80	706	0	159	1379	0	268	1498	0
Arrive On Green	0.21	0.35	0.00	0.05	0.19	0.00	0.05	0.37	0.00	0.08	0.40	0.00
Sat Flow, veh/h	1774	3725	0	1774	3725	0	3442	3725	0	3442	3725	0
Grp Volume(v), veh/h	335	712	0	62	435	0	103	829	0	205	625	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	19.2	16.0	0.0	3.6	11.2	0.0	3.1	18.8	0.0	6.1	12.6	0.0
Cycle Q Clear(g_c), s	19.2	16.0	0.0	3.6	11.2	0.0	3.1	18.8	0.0	6.1	12.6	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	371	1318	0	80	706	0	159	1379	0	268	1498	0
V/C Ratio(X)	0.90	0.54	0.00	0.78	0.62	0.00	0.65	0.60	0.00	0.76	0.42	0.00
Avail Cap(c_a), veh/h	492	1712	0	153	998	0	165	1379	0	296	1498	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.3	27.0	0.0	49.4	38.9	0.0	49.0	26.7	0.0	47.2	22.4	0.0
Incr Delay (d2), s/veh	16.3	0.3	0.0	14.7	0.9	0.0	8.2	1.9	0.0	10.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	10.1	7.2	0.0	1.9	5.3	0.0	1.5	8.8	0.0	3.0	5.7	0.0
Lane Grp Delay (d), s/veh	56.5	27.3	0.0	64.0	39.7	0.0	57.2	28.6	0.0	57.5	23.3	0.0
Lane Grp LOS	E	C		E	D		E	C		E	C	
Approach Vol, veh/h		1047			497			932			830	
Approach Delay, s/veh		36.7			42.8			31.8			31.7	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	25.9	41.0		8.7	23.8		8.8	42.7		12.1	46.0	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	29.0	48.0		9.0	28.0		5.0	38.0		9.0	42.0	
Max Q Clear Time (g_c+I1), s	21.2	18.0		5.6	13.2		5.1	20.8		8.1	14.6	
Green Ext Time (p_c), s	0.6	9.0		0.0	6.6		0.0	9.1		0.1	11.7	

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↱		↱	↑↱		↰↱	↑↱		↰↱	↑↱	
Volume (veh/h)	118	287	92	79	494	278	130	511	53	140	776	372
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	2	2	0	2	2	0
Cap, veh/h	157	847	0	110	748	0	196	1849	0	216	1871	0
Arrive On Green	0.09	0.23	0.00	0.06	0.20	0.00	0.06	0.50	0.00	0.06	0.50	0.00
Sat Flow, veh/h	1774	3725	0	1774	3725	0	3442	3725	0	3442	3725	0
Grp Volume(v), veh/h	128	312	0	86	537	0	141	555	0	152	843	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	7.5	7.5	0.0	5.0	14.2	0.0	4.3	9.3	0.0	4.6	15.4	0.0
Cycle Q Clear(g_c), s	7.5	7.5	0.0	5.0	14.2	0.0	4.3	9.3	0.0	4.6	15.4	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	157	847	0	110	748	0	196	1849	0	216	1871	0
V/C Ratio(X)	0.81	0.37	0.00	0.78	0.72	0.00	0.72	0.30	0.00	0.70	0.45	0.00
Avail Cap(c_a), veh/h	219	1200	0	185	1130	0	196	1849	0	326	1871	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.2	34.4	0.0	48.8	39.4	0.0	48.9	15.7	0.0	48.5	16.9	0.0
Incr Delay (d2), s/veh	15.0	0.3	0.0	11.5	1.3	0.0	12.1	0.4	0.0	4.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	4.0	3.5	0.0	2.6	6.7	0.0	2.2	4.1	0.0	2.1	6.8	0.0
Lane Grp Delay (d), s/veh	62.2	34.6	0.0	60.3	40.7	0.0	61.1	16.1	0.0	52.6	17.7	0.0
Lane Grp LOS	E	C		E	D		E	B		D	B	
Approach Vol, veh/h		440			623			696			995	
Approach Delay, s/veh		42.7			43.4			25.2			23.0	
Approach LOS		D			D			C			C	

Timer											
Assigned Phs	7	4		3	8		5	2		1	6
Phs Duration (G+Y+Rc), s	13.3	28.0		10.5	25.2		10.0	56.4		10.6	57.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Max Green Setting (Gmax), s	13.0	34.0		11.0	32.0		6.0	49.0		10.0	53.0
Max Q Clear Time (g_c+I1), s	9.5	9.5		7.0	16.2		6.3	11.3		6.6	17.4
Green Ext Time (p_c), s	0.1	5.9		0.1	5.0		0.0	12.4		0.1	12.2

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↱		↱	↑↱		↰↰	↑↱		↰↰	↑↱	
Volume (veh/h)	308	674	112	68	419	311	95	763	56	189	575	217
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	1	2	0	1	2	0	2	2	0	2	2	0
Cap, veh/h	371	1304	0	95	724	0	158	1367	0	268	1485	0
Arrive On Green	0.21	0.35	0.00	0.05	0.19	0.00	0.05	0.37	0.00	0.08	0.40	0.00
Sat Flow, veh/h	1774	3725	0	1774	3725	0	3442	3725	0	3442	3725	0
Grp Volume(v), veh/h	335	733	0	74	455	0	103	829	0	205	625	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	19.4	16.8	0.0	4.3	11.8	0.0	3.1	19.1	0.0	6.2	12.8	0.0
Cycle Q Clear(g_c), s	19.4	16.8	0.0	4.3	11.8	0.0	3.1	19.1	0.0	6.2	12.8	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	371	1304	0	95	724	0	158	1367	0	268	1485	0
V/C Ratio(X)	0.90	0.56	0.00	0.78	0.63	0.00	0.65	0.61	0.00	0.77	0.42	0.00
Avail Cap(c_a), veh/h	488	1697	0	152	990	0	163	1367	0	294	1485	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.6	27.7	0.0	49.2	38.9	0.0	49.4	27.2	0.0	47.6	22.9	0.0
Incr Delay (d2), s/veh	16.6	0.4	0.0	12.8	0.9	0.0	8.4	2.0	0.0	10.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	10.3	7.6	0.0	2.3	5.5	0.0	1.5	8.9	0.0	3.1	5.9	0.0
Lane Grp Delay (d), s/veh	57.3	28.1	0.0	62.0	39.9	0.0	57.8	29.2	0.0	58.2	23.8	0.0
Lane Grp LOS	E	C		E	D		E	C		E	C	
Approach Vol, veh/h		1068			529			932			830	
Approach Delay, s/veh		37.2			43.0			32.3			32.3	
Approach LOS		D			D			C			C	

Timer

Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	26.0	40.9		9.6	24.5		8.9	42.7		12.2	46.0	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	29.0	48.0		9.0	28.0		5.0	38.0		9.0	42.0	
Max Q Clear Time (g_c+I1), s	21.4	18.8		6.3	13.8		5.1	21.1		8.2	14.8	
Green Ext Time (p_c), s	0.6	9.3		0.0	6.7		0.0	9.0		0.1	11.6	

Intersection Summary

HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↑↑↱		↰↰	↑↑↱		↰↰	↑↑↱		↰↰	↑↑↱	
Volume (veh/h)	210	440	180	140	690	320	140	690	100	360	1170	660
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	2	3	0	2	3	0	2	3	0	2	3	0
Cap, veh/h	286	1238	0	212	1117	0	209	2460	0	464	2874	0
Arrive On Green	0.08	0.22	0.00	0.06	0.20	0.00	0.06	0.44	0.00	0.13	0.51	0.00
Sat Flow, veh/h	3442	5588	0	3442	5588	0	3442	5588	0	3442	5588	0
Grp Volume(v), veh/h	228	478	0	152	750	0	152	750	0	391	1272	0
Grp Sat Flow(s),veh/h/ln	1721	1863	0	1721	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	7.3	8.2	0.0	4.9	14.0	0.0	4.9	9.8	0.0	12.5	16.1	0.0
Cycle Q Clear(g_c), s	7.3	8.2	0.0	4.9	14.0	0.0	4.9	9.8	0.0	12.5	16.1	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	286	1238	0	212	1117	0	209	2460	0	464	2874	0
V/C Ratio(X)	0.80	0.39	0.00	0.72	0.67	0.00	0.73	0.30	0.00	0.84	0.44	0.00
Avail Cap(c_a), veh/h	305	1437	0	305	1437	0	214	2460	0	610	2874	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.8	37.4	0.0	51.9	41.7	0.0	52.1	20.4	0.0	47.6	17.2	0.0
Incr Delay (d2), s/veh	13.0	0.2	0.0	4.5	0.8	0.0	11.6	0.3	0.0	8.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.7	3.8	0.0	2.3	6.6	0.0	2.5	4.4	0.0	6.0	7.1	0.0
Lane Grp Delay (d), s/veh	63.8	37.6	0.0	56.4	42.5	0.0	63.6	20.7	0.0	55.7	17.7	0.0
Lane Grp LOS	E	D		E	D		E	C		E	B	
Approach Vol, veh/h		706			902			902			1663	
Approach Delay, s/veh		46.0			44.8			28.0			26.7	
Approach LOS		D			D			C			C	

Timer								
Assigned Phs	7	4		3	8	5	2	1	6
Phs Duration (G+Y+Rc), s	13.4	29.0		11.0	26.5	10.8	53.6	19.2	62.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	29.0		10.0	29.0	7.0	45.0	20.0	58.0
Max Q Clear Time (g_c+I1), s	9.3	10.2		6.9	16.0	6.9	11.8	14.5	18.1
Green Ext Time (p_c), s	0.1	8.1		0.1	6.6	0.0	19.2	0.7	21.2

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	⫞⫞	↑↑↱		⫞⫞	↑↑↱		⫞⫞	↑↑↱		⫞⫞	↑↑↱	
Volume (veh/h)	460	1120	430	130	570	580	190	1310	200	410	940	300
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	2	3	0	2	3	0	2	3	0	2	3	0
Cap, veh/h	539	1749	0	180	1166	0	268	1993	0	479	2334	0
Arrive On Green	0.16	0.31	0.00	0.05	0.21	0.00	0.08	0.36	0.00	0.14	0.42	0.00
Sat Flow, veh/h	3442	5588	0	3442	5588	0	3442	5588	0	3442	5588	0
Grp Volume(v), veh/h	500	1217	0	141	620	0	207	1424	0	446	1022	0
Grp Sat Flow(s),veh/h/ln	1721	1863	0	1721	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	16.5	22.0	0.0	4.7	11.4	0.0	6.8	25.3	0.0	14.7	15.0	0.0
Cycle Q Clear(g_c), s	16.5	22.0	0.0	4.7	11.4	0.0	6.8	25.3	0.0	14.7	15.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	539	1749	0	180	1166	0	268	1993	0	479	2334	0
V/C Ratio(X)	0.93	0.70	0.00	0.79	0.53	0.00	0.77	0.71	0.00	0.93	0.44	0.00
Avail Cap(c_a), veh/h	539	1993	0	180	1409	0	359	1993	0	479	2334	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.9	34.7	0.0	53.9	40.5	0.0	52.0	31.9	0.0	49.0	23.9	0.0
Incr Delay (d2), s/veh	22.5	0.9	0.0	20.1	0.4	0.0	7.1	2.2	0.0	25.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	8.8	10.2	0.0	2.5	5.3	0.0	3.3	11.9	0.0	8.0	6.8	0.0
Lane Grp Delay (d), s/veh	70.4	35.6	0.0	74.0	40.9	0.0	59.1	34.2	0.0	74.1	24.5	0.0
Lane Grp LOS	E	D		E	D		E	C		E	C	
Approach Vol, veh/h		1717			761			1631			1468	
Approach Delay, s/veh		45.7			47.0			37.3			39.5	
Approach LOS		D			D			D			D	

Timer								
Assigned Phs	7	4	3	8	5	2	1	6
Phs Duration (G+Y+Rc), s	22.0	40.0	10.0	28.0	13.0	45.0	20.0	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	41.0	6.0	29.0	12.0	41.0	16.0	45.0
Max Q Clear Time (g_c+I1), s	18.5	24.0	6.7	13.4	8.8	27.3	16.7	17.0
Green Ext Time (p_c), s	0.0	11.3	0.0	10.6	0.2	11.5	0.0	20.7

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D

Notes

	⬈	→	⬊	⬋	←	⬉	⬉	↑	⬈	⬊	↓	⬋
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	⥣⥣	↑↑⇂		⥣⥣	↑↑⇂		⥣⥣	↑↑⇂		⥣⥣	↑↑⇂	
Volume (veh/h)	210	440	181	142	690	320	171	709	112	360	1172	660
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	2	3	0	2	3	0	2	3	0	2	3	0
Cap, veh/h	286	1233	0	214	1116	0	213	2462	0	464	2869	0
Arrive On Green	0.08	0.22	0.00	0.06	0.20	0.00	0.06	0.44	0.00	0.13	0.51	0.00
Sat Flow, veh/h	3442	5588	0	3442	5588	0	3442	5588	0	3442	5588	0
Grp Volume(v), veh/h	228	478	0	154	750	0	186	771	0	391	1274	0
Grp Sat Flow(s),veh/h/ln	1721	1863	0	1721	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	7.3	8.2	0.0	5.0	14.0	0.0	6.1	10.1	0.0	12.5	16.2	0.0
Cycle Q Clear(g_c), s	7.3	8.2	0.0	5.0	14.0	0.0	6.1	10.1	0.0	12.5	16.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	286	1233	0	214	1116	0	213	2462	0	464	2869	0
V/C Ratio(X)	0.80	0.39	0.00	0.72	0.67	0.00	0.87	0.31	0.00	0.84	0.44	0.00
Avail Cap(c_a), veh/h	305	1435	0	305	1435	0	213	2462	0	609	2869	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.8	37.5	0.0	52.0	41.8	0.0	52.5	20.5	0.0	47.7	17.3	0.0
Incr Delay (d2), s/veh	13.1	0.2	0.0	4.7	0.8	0.0	30.2	0.3	0.0	8.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.7	3.9	0.0	2.3	6.6	0.0	3.5	4.6	0.0	6.0	7.1	0.0
Lane Grp Delay (d), s/veh	63.9	37.7	0.0	56.7	42.6	0.0	82.7	20.8	0.0	55.9	17.8	0.0
Lane Grp LOS	E	D		E	D		F	C		E	B	
Approach Vol, veh/h		706			904			957			1665	
Approach Delay, s/veh		46.2			45.0			32.9			26.8	
Approach LOS		D			D			C			C	

Timer											
Assigned Phs	7	4		3	8		5	2		1	6
Phs Duration (G+Y+Rc), s	13.4	28.9		11.0	26.6		11.0	53.8		19.2	62.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
Max Green Setting (Gmax), s	10.0	29.0		10.0	29.0		7.0	45.0		20.0	58.0
Max Q Clear Time (g_c+I1), s	9.3	10.2		7.0	16.0		8.1	12.1		14.5	18.2
Green Ext Time (p_c), s	0.1	8.1		0.1	6.6		0.0	19.3		0.7	21.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	⤢⤢	↑↑⤷		⤢⤢	↑↑⤷		⤢⤢	↑↑⤷		⤢⤢	↑↑⤷	
Volume (veh/h)	460	1120	433	136	570	580	208	1321	207	410	950	300
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0
Lanes	2	3	0	2	3	0	2	3	0	2	3	0
Cap, veh/h	539	1749	0	180	1166	0	287	1993	0	479	2304	0
Arrive On Green	0.16	0.31	0.00	0.05	0.21	0.00	0.08	0.36	0.00	0.14	0.41	0.00
Sat Flow, veh/h	3442	5588	0	3442	5588	0	3442	5588	0	3442	5588	0
Grp Volume(v), veh/h	500	1217	0	148	620	0	226	1436	0	446	1033	0
Grp Sat Flow(s),veh/h/ln	1721	1863	0	1721	1863	0	1721	1863	0	1721	1863	0
Q Serve(g_s), s	16.5	22.0	0.0	4.9	11.4	0.0	7.4	25.6	0.0	14.7	15.3	0.0
Cycle Q Clear(g_c), s	16.5	22.0	0.0	4.9	11.4	0.0	7.4	25.6	0.0	14.7	15.3	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	539	1749	0	180	1166	0	287	1993	0	479	2304	0
V/C Ratio(X)	0.93	0.70	0.00	0.82	0.53	0.00	0.79	0.72	0.00	0.93	0.45	0.00
Avail Cap(c_a), veh/h	539	1993	0	180	1409	0	359	1993	0	479	2304	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.9	34.7	0.0	54.0	40.5	0.0	51.7	32.0	0.0	49.0	24.4	0.0
Incr Delay (d2), s/veh	22.5	0.9	0.0	25.7	0.4	0.0	8.9	2.3	0.0	25.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	8.8	10.2	0.0	2.8	5.3	0.0	3.6	12.0	0.0	8.0	7.0	0.0
Lane Grp Delay (d), s/veh	70.4	35.6	0.0	79.7	40.9	0.0	60.6	34.3	0.0	74.1	25.0	0.0
Lane Grp LOS	E	D		E	D		E	C		E	C	
Approach Vol, veh/h		1717			768			1662			1479	
Approach Delay, s/veh		45.7			48.4			37.9			39.8	
Approach LOS		D			D			D			D	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	22.0	40.0		10.0	28.0		13.6	45.0		20.0	51.4	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	18.0	41.0		6.0	29.0		12.0	41.0		16.0	45.0	
Max Q Clear Time (g_c+I1), s	18.5	24.0		6.9	13.4		9.4	27.6		16.7	17.3	
Green Ext Time (p_c), s	0.0	11.3		0.0	10.6		0.2	11.4		0.0	20.7	

Intersection Summary	
HCM 2010 Ctrl Delay	42.2
HCM 2010 LOS	D

Notes	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑↱		↰↰	↑↑	↱	↰↰	↑↑	↱
Volume (veh/h)	77	319	77	77	429	88	132	583	77	132	880	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	2	2	1	2	2	1
Cap, veh/h	108	626	150	108	646	132	210	1871	795	210	1871	795
Arrive On Green	0.06	0.22	0.22	0.06	0.22	0.22	0.06	0.50	0.50	0.06	0.50	0.50
Sat Flow, veh/h	1774	2908	695	1774	3002	615	3442	3725	1583	3442	3725	1583
Grp Volume(v), veh/h	84	221	210	84	288	274	143	634	84	143	957	143
Grp Sat Flow(s),veh/h/ln	1774	1863	1740	1774	1863	1754	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	4.6	10.5	10.7	4.6	14.3	14.5	4.1	10.2	2.8	4.1	17.1	4.9
Cycle Q Clear(g_c), s	4.6	10.5	10.7	4.6	14.3	14.5	4.1	10.2	2.8	4.1	17.1	4.9
Prop In Lane	1.00		0.40	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	401	374	108	401	378	210	1871	795	210	1871	795
V/C Ratio(X)	0.78	0.55	0.56	0.78	0.72	0.73	0.68	0.34	0.11	0.68	0.51	0.18
Avail Cap(c_a), veh/h	249	561	524	249	561	529	346	1871	795	346	1871	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	34.8	34.9	46.1	36.3	36.3	45.8	14.9	13.0	45.8	16.6	13.6
Incr Delay (d2), s/veh	11.2	1.2	1.3	11.2	2.7	3.0	3.9	0.5	0.3	3.9	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.4	5.0	4.8	2.4	6.9	6.6	1.9	4.4	1.1	1.9	7.6	1.9
Lane Grp Delay (d), s/veh	57.3	36.0	36.2	57.3	38.9	39.4	49.7	15.4	13.3	49.7	17.6	14.1
Lane Grp LOS	E	D	D	E	D	D	D	B	B	D	B	B
Approach Vol, veh/h		515			646			861			1243	
Approach Delay, s/veh		39.5			41.5			20.9			20.9	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	10.1	25.4		10.1	25.4		10.1	54.0		10.1	54.0	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	14.0	30.0		14.0	30.0		10.0	50.0		10.0	50.0	
Max Q Clear Time (g_c+I1), s	6.6	12.7		6.6	16.5		6.1	12.2		6.1	19.1	
Green Ext Time (p_c), s	0.1	5.6		0.1	5.0		0.1	16.4		0.1	15.0	

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↑⇂		↱	↑↑⇂		↰↰	↑↑	↱	↰↰	↑↑	↱
Volume (veh/h)	132	660	99	132	484	165	198	1045	187	187	902	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	2	2	1	2	2	1
Cap, veh/h	171	854	129	171	719	244	275	1560	663	260	1543	656
Arrive On Green	0.10	0.27	0.27	0.10	0.27	0.27	0.08	0.42	0.42	0.08	0.41	0.41
Sat Flow, veh/h	1774	3165	476	1774	2664	902	3442	3725	1583	3442	3725	1583
Grp Volume(v), veh/h	143	422	403	143	367	338	215	1136	203	203	980	108
Grp Sat Flow(s),veh/h/ln	1774	1863	1779	1774	1863	1703	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	9.1	24.5	24.5	9.1	20.5	20.7	7.0	29.2	9.8	6.6	24.0	4.9
Cycle Q Clear(g_c), s	9.1	24.5	24.5	9.1	20.5	20.7	7.0	29.2	9.8	6.6	24.0	4.9
Prop In Lane	1.00		0.27	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	503	480	171	503	460	275	1560	663	260	1543	656
V/C Ratio(X)	0.84	0.84	0.84	0.84	0.73	0.73	0.78	0.73	0.31	0.78	0.64	0.16
Avail Cap(c_a), veh/h	217	536	512	217	536	490	330	1560	663	270	1543	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	39.5	39.5	50.9	38.1	38.1	51.8	27.9	22.2	52.1	26.7	21.1
Incr Delay (d2), s/veh	19.8	10.8	11.3	19.8	4.7	5.3	9.7	3.0	1.2	13.3	2.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	5.0	12.8	12.3	5.0	10.1	9.4	3.4	13.7	3.9	3.4	11.3	2.0
Lane Grp Delay (d), s/veh	70.7	50.3	50.8	70.7	42.8	43.4	61.5	30.9	23.4	65.4	28.7	21.7
Lane Grp LOS	E	D	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		968			848			1554			1291	
Approach Delay, s/veh		53.5			47.7			34.2			33.9	
Approach LOS		D			D			C			C	

Timer								
Assigned Phs	7	4	3	8	5	2	1	6
Phs Duration (G+Y+Rc), s	15.1	35.0	15.1	35.0	13.2	52.0	12.7	51.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	33.0	14.0	33.0	11.0	48.0	9.0	46.0
Max Q Clear Time (g_c+I1), s	11.1	26.5	11.1	22.7	9.0	31.2	8.6	26.0
Green Ext Time (p_c), s	0.1	4.4	0.1	6.4	0.1	13.2	0.0	15.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↱		↱	↑↱		↰↰	↑↑	↱	↰↰	↑↑	↱
Volume (veh/h)	79	319	77	77	429	91	132	589	77	137	899	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	2	2	1	2	2	1
Cap, veh/h	111	631	151	108	644	136	210	1861	791	216	1868	794
Arrive On Green	0.06	0.22	0.22	0.06	0.22	0.22	0.06	0.50	0.50	0.06	0.50	0.50
Sat Flow, veh/h	1774	2908	695	1774	2984	630	3442	3725	1583	3442	3725	1583
Grp Volume(v), veh/h	86	221	210	84	290	275	143	640	84	149	977	143
Grp Sat Flow(s),veh/h/ln	1774	1863	1740	1774	1863	1752	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	4.8	10.5	10.8	4.7	14.5	14.6	4.1	10.4	2.8	4.2	17.7	5.0
Cycle Q Clear(g_c), s	4.8	10.5	10.8	4.7	14.5	14.6	4.1	10.4	2.8	4.2	17.7	5.0
Prop In Lane	1.00		0.40	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	404	378	108	402	378	210	1861	791	216	1868	794
V/C Ratio(X)	0.78	0.55	0.56	0.78	0.72	0.73	0.68	0.34	0.11	0.69	0.52	0.18
Avail Cap(c_a), veh/h	248	558	521	248	558	525	344	1861	791	344	1868	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	34.8	34.9	46.3	36.5	36.5	46.1	15.1	13.2	46.0	16.9	13.7
Incr Delay (d2), s/veh	11.1	1.1	1.3	11.2	2.8	3.2	3.9	0.5	0.3	3.9	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.5	5.0	4.8	2.4	6.9	6.7	1.9	4.6	1.1	1.9	7.7	1.9
Lane Grp Delay (d), s/veh	57.3	36.0	36.2	57.6	39.3	39.7	49.9	15.7	13.5	49.9	17.9	14.2
Lane Grp LOS	E	D	D	E	D	D	D	B	B	D	B	B
Approach Vol, veh/h		517			649			867			1269	
Approach Delay, s/veh		39.6			41.8			21.1			21.3	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	10.2	25.7		10.1	25.6		10.1	54.0		10.3	54.2	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	14.0	30.0		14.0	30.0		10.0	50.0		10.0	50.0	
Max Q Clear Time (g_c+I1), s	6.8	12.8		6.7	16.6		6.1	12.4		6.2	19.7	
Green Ext Time (p_c), s	0.1	5.6		0.1	4.9		0.1	16.8		0.1	15.2	

Intersection Summary	
HCM 2010 Ctrl Delay	28.1
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↳		↱	↑↳		↰↱	↑↑	↱	↰↱	↑↑	↱
Volume (veh/h)	139	660	99	132	484	178	198	1071	187	206	913	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	2	2	1	2	2	1
Cap, veh/h	179	853	128	171	690	252	275	1553	660	269	1547	658
Arrive On Green	0.10	0.27	0.27	0.10	0.26	0.26	0.08	0.42	0.42	0.08	0.42	0.42
Sat Flow, veh/h	1774	3165	476	1774	2606	952	3442	3725	1583	3442	3725	1583
Grp Volume(v), veh/h	151	422	403	143	375	344	215	1164	203	224	992	108
Grp Sat Flow(s),veh/h/ln	1774	1863	1779	1774	1863	1695	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	9.6	24.6	24.7	9.1	21.4	21.5	7.1	30.5	9.9	7.4	24.4	4.9
Cycle Q Clear(g_c), s	9.6	24.6	24.7	9.1	21.4	21.5	7.1	30.5	9.9	7.4	24.4	4.9
Prop In Lane	1.00		0.27	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	502	479	171	494	449	275	1553	660	269	1547	658
V/C Ratio(X)	0.84	0.84	0.84	0.84	0.76	0.77	0.78	0.75	0.31	0.83	0.64	0.16
Avail Cap(c_a), veh/h	216	534	510	216	534	486	329	1553	660	269	1547	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	39.7	39.7	51.1	38.9	39.0	52.0	28.5	22.4	52.3	26.8	21.1
Incr Delay (d2), s/veh	21.9	11.0	11.5	20.0	5.9	6.6	9.8	3.4	1.2	19.5	2.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	5.4	13.0	12.5	5.1	10.7	9.9	3.5	14.5	4.0	4.0	11.5	2.0
Lane Grp Delay (d), s/veh	72.7	50.7	51.2	71.1	44.8	45.7	61.8	31.8	23.7	71.8	28.9	21.7
Lane Grp LOS	E	D	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		976			862			1582			1324	
Approach Delay, s/veh		54.3			49.5			34.9			35.5	
Approach LOS		D			D			C			D	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	15.6	35.0		15.1	34.5		13.2	52.0		13.0	51.8	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	14.0	33.0		14.0	33.0		11.0	48.0		9.0	46.0	
Max Q Clear Time (g_c+I1), s	11.6	26.7		11.1	23.5		9.1	32.5		9.4	26.4	
Green Ext Time (p_c), s	0.1	4.4		0.1	6.0		0.1	12.6		0.0	15.2	

Intersection Summary	
HCM 2010 Ctrl Delay	41.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↑↑↳		↱	↑↑↳		↱↱	↑↑	↱	↱↱	↑↑	↱
Volume (veh/h)	79	319	77	77	429	91	132	601	77	137	996	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	2	2	1	2	2	1
Cap, veh/h	111	631	151	108	644	136	210	1861	791	216	1868	794
Arrive On Green	0.06	0.22	0.22	0.06	0.22	0.22	0.06	0.50	0.50	0.06	0.50	0.50
Sat Flow, veh/h	1774	2908	695	1774	2984	630	3442	3725	1583	3442	3725	1583
Grp Volume(v), veh/h	86	221	210	84	290	275	143	653	84	149	1083	143
Grp Sat Flow(s),veh/h/ln	1774	1863	1740	1774	1863	1752	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	4.8	10.5	10.8	4.7	14.5	14.6	4.1	10.7	2.8	4.2	20.5	5.0
Cycle Q Clear(g_c), s	4.8	10.5	10.8	4.7	14.5	14.6	4.1	10.7	2.8	4.2	20.5	5.0
Prop In Lane	1.00		0.40	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	404	378	108	402	378	210	1861	791	216	1868	794
V/C Ratio(X)	0.78	0.55	0.56	0.78	0.72	0.73	0.68	0.35	0.11	0.69	0.58	0.18
Avail Cap(c_a), veh/h	248	558	521	248	558	525	344	1861	791	344	1868	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	34.8	34.9	46.3	36.5	36.5	46.1	15.2	13.2	46.0	17.6	13.7
Incr Delay (d2), s/veh	11.1	1.1	1.3	11.2	2.8	3.2	3.9	0.5	0.3	3.9	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.5	5.0	4.8	2.4	6.9	6.7	1.9	4.7	1.1	1.9	8.9	1.9
Lane Grp Delay (d), s/veh	57.3	36.0	36.2	57.6	39.3	39.7	49.9	15.7	13.5	49.9	18.9	14.2
Lane Grp LOS	E	D	D	E	D	D	D	B	B	D	B	B
Approach Vol, veh/h		517			649			880			1375	
Approach Delay, s/veh		39.6			41.8			21.1			21.7	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	10.2	25.7		10.1	25.6		10.1	54.0		10.3	54.2	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	14.0	30.0		14.0	30.0		10.0	50.0		10.0	50.0	
Max Q Clear Time (g_c+I1), s	6.8	12.8		6.7	16.6		6.1	12.7		6.2	22.5	
Green Ext Time (p_c), s	0.1	5.6		0.1	4.9		0.1	18.4		0.1	15.7	

Intersection Summary	
HCM 2010 Ctrl Delay	28.1
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↑	↑↑↱		↰↑	↑↑↱		↰↑↰	↑↑	↱	↰↰	↑↑	↱
Volume (veh/h)	139	660	99	132	484	178	198	1082	187	206	924	99
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	2	2	1	2	2	1
Cap, veh/h	179	853	128	171	690	252	275	1553	660	269	1547	658
Arrive On Green	0.10	0.27	0.27	0.10	0.26	0.26	0.08	0.42	0.42	0.08	0.42	0.42
Sat Flow, veh/h	1774	3165	476	1774	2606	952	3442	3725	1583	3442	3725	1583
Grp Volume(v), veh/h	151	422	403	143	375	344	215	1176	203	224	1004	108
Grp Sat Flow(s),veh/h/ln	1774	1863	1779	1774	1863	1695	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	9.6	24.6	24.7	9.1	21.4	21.5	7.1	31.0	9.9	7.4	24.8	4.9
Cycle Q Clear(g_c), s	9.6	24.6	24.7	9.1	21.4	21.5	7.1	31.0	9.9	7.4	24.8	4.9
Prop In Lane	1.00		0.27	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	502	479	171	494	449	275	1553	660	269	1547	658
V/C Ratio(X)	0.84	0.84	0.84	0.84	0.76	0.77	0.78	0.76	0.31	0.83	0.65	0.16
Avail Cap(c_a), veh/h	216	534	510	216	534	486	329	1553	660	269	1547	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	39.7	39.7	51.1	38.9	39.0	52.0	28.6	22.4	52.3	26.9	21.1
Incr Delay (d2), s/veh	21.9	11.0	11.5	20.0	5.9	6.6	9.8	3.5	1.2	19.5	2.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	5.4	13.0	12.5	5.1	10.7	9.9	3.5	14.8	4.0	4.0	11.6	2.0
Lane Grp Delay (d), s/veh	72.7	50.7	51.2	71.1	44.8	45.7	61.8	32.1	23.7	71.8	29.1	21.7
Lane Grp LOS	E	D	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		976			862			1594			1336	
Approach Delay, s/veh		54.3			49.5			35.0			35.6	
Approach LOS		D			D			D			D	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	15.6	35.0		15.1	34.5		13.2	52.0		13.0	51.8	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	14.0	33.0		14.0	33.0		11.0	48.0		9.0	46.0	
Max Q Clear Time (g_c+I1), s	11.6	26.7		11.1	23.5		9.1	33.0		9.4	26.8	
Green Ext Time (p_c), s	0.1	4.4		0.1	6.0		0.1	12.3		0.0	15.1	

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↑↑	↱
Volume (veh/h)	100	430	100	100	580	110	180	720	90	170	1090	230
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	1	1	2	1	2	2	1	2	3	1
Cap, veh/h	138	922	392	138	922	392	270	1629	692	257	2423	686
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.08	0.44	0.44	0.07	0.43	0.43
Sat Flow, veh/h	1774	3725	1583	1774	3725	1583	3442	3725	1583	3442	5588	1583
Grp Volume(v), veh/h	109	467	109	109	630	120	196	783	98	185	1185	250
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	5.9	10.6	5.5	5.9	15.1	6.1	5.5	14.7	3.7	5.2	15.0	10.4
Cycle Q Clear(g_c), s	5.9	10.6	5.5	5.9	15.1	6.1	5.5	14.7	3.7	5.2	15.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	922	392	138	922	392	270	1629	692	257	2423	686
V/C Ratio(X)	0.79	0.51	0.28	0.79	0.68	0.31	0.73	0.48	0.14	0.72	0.49	0.36
Avail Cap(c_a), veh/h	289	1250	531	289	1250	531	455	1629	692	420	2423	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	31.8	29.9	44.5	33.5	30.1	44.3	19.7	16.6	44.5	20.0	18.7
Incr Delay (d2), s/veh	9.5	0.4	0.4	9.5	0.9	0.4	3.7	1.0	0.4	3.7	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.0	4.9	2.2	3.0	7.0	2.4	2.5	6.6	0.1	2.3	6.6	4.1
Lane Grp Delay (d), s/veh	54.1	32.3	30.3	54.1	34.5	30.6	48.0	20.7	17.0	48.2	20.7	20.2
Lane Grp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		685			859			1077			1620	
Approach Delay, s/veh		35.4			36.4			25.4			23.8	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	11.7	28.3		11.7	28.3		11.7	47.0		11.4	46.6	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	16.0	33.0		16.0	33.0		13.0	43.0		12.0	42.0	
Max Q Clear Time (g_c+I1), s	7.9	12.6		7.9	17.1		7.5	16.7		7.2	17.0	
Green Ext Time (p_c), s	0.1	8.2		0.1	7.3		0.3	17.6		0.2	17.0	

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Notes	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↑↑	↱
Volume (veh/h)	170	890	130	170	650	250	270	1280	230	220	1120	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	1	1	2	1	2	2	1	2	3	1
Cap, veh/h	212	1019	433	193	977	415	356	1525	648	259	2129	603
Arrive On Green	0.12	0.27	0.27	0.11	0.26	0.26	0.10	0.41	0.41	0.08	0.38	0.38
Sat Flow, veh/h	1774	3725	1583	1774	3725	1583	3442	3725	1583	3442	5588	1583
Grp Volume(v), veh/h	185	967	141	185	707	272	293	1391	250	239	1217	174
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	12.3	30.5	8.5	12.4	20.7	18.3	10.0	42.2	13.3	8.3	20.6	9.2
Cycle Q Clear(g_c), s	12.3	30.5	8.5	12.4	20.7	18.3	10.0	42.2	13.3	8.3	20.6	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	1019	433	193	977	415	356	1525	648	259	2129	603
V/C Ratio(X)	0.87	0.95	0.33	0.96	0.72	0.65	0.82	0.91	0.39	0.92	0.57	0.29
Avail Cap(c_a), veh/h	237	1027	436	193	977	415	460	1525	648	259	2129	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	42.7	34.7	53.1	40.2	39.3	52.6	33.3	24.8	55.0	29.3	25.8
Incr Delay (d2), s/veh	26.0	17.2	0.4	53.3	2.7	3.7	9.2	9.8	1.7	36.2	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	7.1	16.5	3.4	8.5	10.0	7.6	4.8	21.0	5.4	4.9	9.7	3.7
Lane Grp Delay (d), s/veh	77.8	59.8	35.1	106.4	42.9	43.0	61.8	43.2	26.5	91.2	30.4	27.0
Lane Grp LOS	E	E	D	F	D	D	E	D	C	F	C	C
Approach Vol, veh/h		1293			1164			1934			1630	
Approach Delay, s/veh		59.7			53.0			43.9			39.0	
Approach LOS		E			D			D			D	

Timer

Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	18.3	36.7		17.0	35.4		16.4	53.0		13.0	49.6	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	16.0	33.0		13.0	30.0		16.0	49.0		9.0	42.0	
Max Q Clear Time (g_c+I1), s	14.3	32.5		14.4	22.7		12.0	44.2		10.3	22.6	
Green Ext Time (p_c), s	0.1	0.2		0.0	5.9		0.4	4.6		0.0	17.0	

Intersection Summary

HCM 2010 Ctrl Delay	47.7
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑	↱	↰	↑↑	↱	↰↰	↑↑	↱	↰↰	↑↑↑	↱
Volume (veh/h)	102	430	100	100	580	113	180	726	90	175	1109	230
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	1	1	2	1	2	2	1	2	3	1
Cap, veh/h	140	925	393	138	920	391	270	1623	690	262	2422	686
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.08	0.44	0.44	0.08	0.43	0.43
Sat Flow, veh/h	1774	3725	1583	1774	3725	1583	3442	3725	1583	3442	5588	1583
Grp Volume(v), veh/h	111	467	109	109	630	123	196	789	98	190	1205	250
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	6.1	10.6	5.5	6.0	15.1	6.3	5.5	15.0	3.7	5.3	15.4	10.5
Cycle Q Clear(g_c), s	6.1	10.6	5.5	6.0	15.1	6.3	5.5	15.0	3.7	5.3	15.4	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	925	393	138	920	391	270	1623	690	262	2422	686
V/C Ratio(X)	0.79	0.50	0.28	0.79	0.68	0.31	0.73	0.49	0.14	0.72	0.50	0.36
Avail Cap(c_a), veh/h	287	1245	529	287	1245	529	453	1623	690	418	2422	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	31.9	30.0	44.7	33.7	30.3	44.5	20.0	16.8	44.6	20.2	18.8
Incr Delay (d2), s/veh	9.5	0.4	0.4	9.6	1.0	0.5	3.7	1.0	0.4	3.8	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.1	4.9	2.1	3.0	7.0	2.5	2.5	6.7	0.1	2.4	6.7	4.1
Lane Grp Delay (d), s/veh	54.1	32.3	30.3	54.3	34.6	30.8	48.2	21.0	17.2	48.4	20.9	20.3
Lane Grp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		687			862			1083			1645	
Approach Delay, s/veh		35.5			36.6			25.6			24.0	
Approach LOS		D			D			C			C	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	11.8	28.5		11.7	28.4		11.7	47.0		11.5	46.8	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	16.0	33.0		16.0	33.0		13.0	43.0		12.0	42.0	
Max Q Clear Time (g_c+I1), s	8.1	12.6		8.0	17.1		7.5	17.0		7.3	17.4	
Green Ext Time (p_c), s	0.1	8.2		0.1	7.3		0.3	17.7		0.2	17.0	

Intersection Summary	
HCM 2010 Ctrl Delay	28.8
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	⅄	↑↑	⅂	⅄	↑↑	⅂	⅄⅄	↑↑	⅂	⅄⅄	↑↑↑	⅂
Volume (veh/h)	177	890	130	170	650	263	270	1306	230	239	1131	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	1	2	1	1	2	1	2	2	1	2	3	1
Cap, veh/h	219	1019	433	193	963	409	356	1525	648	259	2129	603
Arrive On Green	0.12	0.27	0.27	0.11	0.26	0.26	0.10	0.41	0.41	0.08	0.38	0.38
Sat Flow, veh/h	1774	3725	1583	1774	3725	1583	3442	3725	1583	3442	5588	1583
Grp Volume(v), veh/h	192	967	141	185	707	286	293	1420	250	260	1229	174
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1721	1863	1583	1721	1863	1583
Q Serve(g_s), s	12.7	30.5	8.5	12.4	20.8	19.6	10.0	43.6	13.3	9.0	20.9	9.1
Cycle Q Clear(g_c), s	12.7	30.5	8.5	12.4	20.8	19.6	10.0	43.6	13.3	9.0	20.9	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1019	433	193	963	409	356	1525	648	259	2129	603
V/C Ratio(X)	0.88	0.95	0.33	0.96	0.73	0.70	0.82	0.93	0.39	1.01	0.58	0.29
Avail Cap(c_a), veh/h	237	1027	436	193	963	409	460	1525	648	259	2129	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	42.7	34.7	53.1	40.6	40.2	52.6	33.8	24.8	55.4	29.4	25.8
Incr Delay (d2), s/veh	27.5	17.2	0.4	53.3	2.9	5.2	9.2	11.6	1.7	57.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	7.4	16.5	3.4	8.5	10.0	8.3	4.8	22.2	5.4	6.0	9.8	3.7
Lane Grp Delay (d), s/veh	79.1	59.8	35.1	106.4	43.6	45.3	61.8	45.4	26.5	112.6	30.5	27.0
Lane Grp LOS	E	E	D	F	D	D	E	D	C	F	C	C
Approach Vol, veh/h		1300			1178			1963			1663	
Approach Delay, s/veh		60.0			53.9			45.4			43.0	
Approach LOS		E			D			D			D	

Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	18.8	36.7		17.0	35.0		16.4	53.0		13.0	49.6	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	16.0	33.0		13.0	30.0		16.0	49.0		9.0	42.0	
Max Q Clear Time (g_c+I1), s	14.7	32.5		14.4	22.8		12.0	45.6		11.0	22.9	
Green Ext Time (p_c), s	0.1	0.2		0.0	5.8		0.4	3.3		0.0	16.9	

Intersection Summary	
HCM 2010 Ctrl Delay	49.5
HCM 2010 LOS	D

Notes