DRAFT

TRAFFIC EVALUATION

600 Ala Moana

Honolulu, Oahu, Hawaii

June 2013

PARSONS BRINCKERHOFF

Over a Century of Engineering Excellence

DRAFT

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Honolulu, Oahu, Hawaii

June 2013

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I. INTRODUCTION

Figure 1 shows the 600 Ala Moana development project site in Kaka'ako.

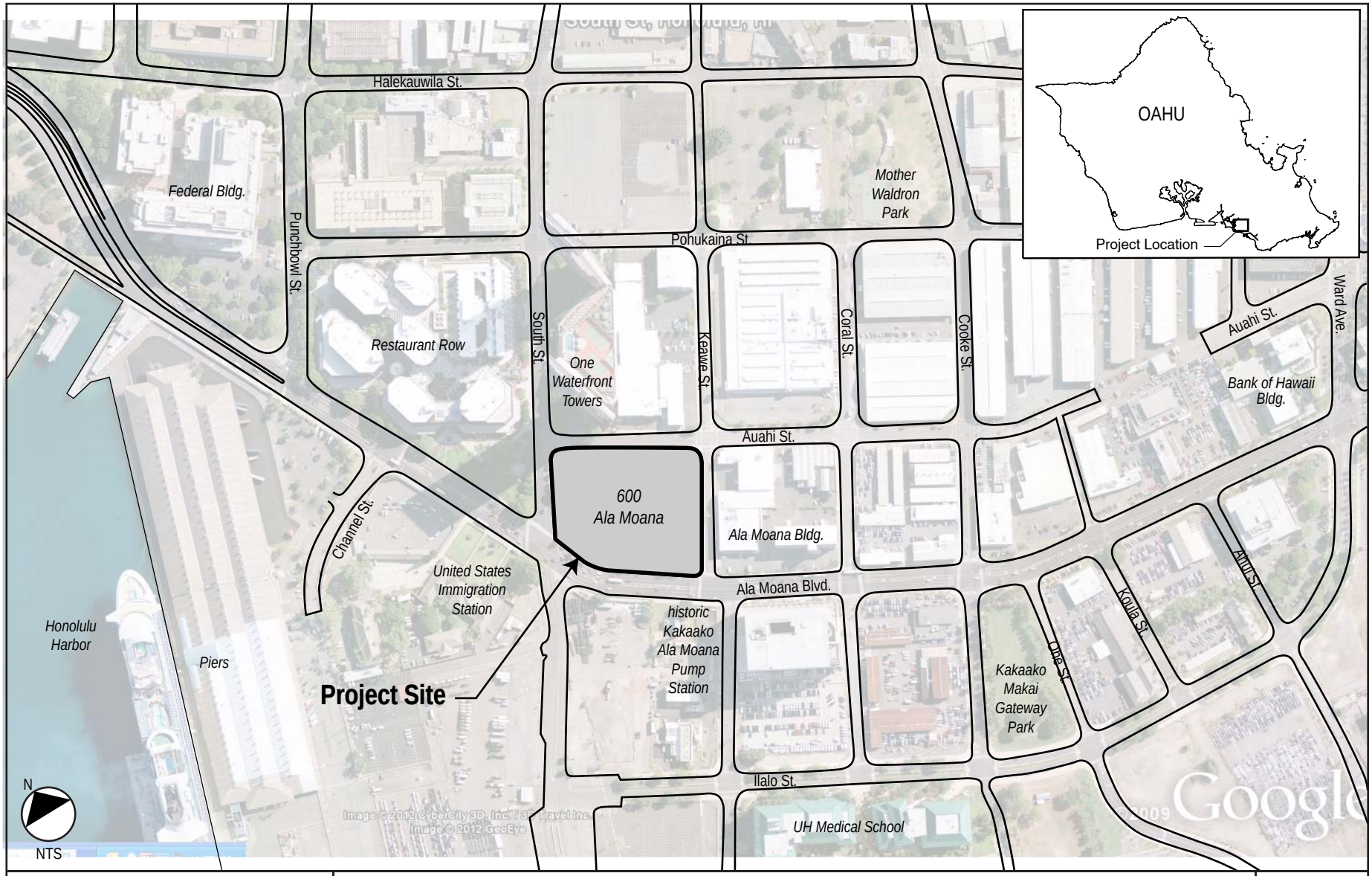
Previously, the lot was occupied by computer retailer CompUSA. As such, the project site has most of the necessary infrastructure in-place. Currently, three driveway accesses are provided to the site (one mid-block South Street access, one mid-block Keawe Street access, and one loading dock access on Keawe Street near the Auahi Street intersection). CompUSA closed its doors in March 2008 despite being the top grossing store in the nation (No Deals for CompUSA Sites, *Honolulu Advertiser, March 4, 2008*).

The property currently contains a roughly 40,000 square foot structure and approximately 200-vehicle capacity surface parking lot. Auto Mart USA has been leasing the site from Kamehameha Schools since 2011. All four sides of the property are provided with roughly 15-foot wide buffer planter strips, wide sidewalks (up to 15-feet wide fronting Ala Moana Boulevard), and curb and gutter street interfaces. Crosswalks are provided at all four intersections bounding the property.

Figure 2 illustrates the 600 Ala Moana development ground floor site plan. A&B Properties has the option to purchase the site from Kamehameha Schools. The 600 Ala Moana Development project includes five components: a 43-story residential tower, a seven-story parking structure, a three-story residential townhouse unit, a three-story residential studio building, and retail space (divided among three corners of the project site).

The 600 Ala Moana residential development is proposed to be comprised of 54 studio units, 397 high-rise apartment units, and 16 townhouse units. The project will have a seven-story parking garage that contains approximately 850 parking stalls and roughly 13,000 square feet of retail space.

The components of the development are projected to be built-out by the year 2016. Occupancy is expected to occur all at once.



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Location Map

Figure 1

Source: Alexander & Baldwin

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Site Plan Map

Figure 2

II. EXISTING CONDITIONS

The proposed 600 Ala Moana development block is surrounded by Ala Moana Boulevard on its makai side, South Street on its ewa side, Auahi Street on its mauka side, and Keawe Street on its Koko Head (KKHD) side.

Makai of the proposed development, across Ala Moana Boulevard, sits the historic Kaka'ako Ala Moana Pump Station. Catty-corner from the project (across Ala Moana Boulevard and South Street/Forrest Avenue) is the United States Immigration Station. Restaurant Row makes up the large block ewa of the project (across South Street).

Mauka of the project (mauka of Auahi Street) are three parcels. One Waterfront Towers inhabits the ewa-most parcel. One Waterfront Towers is a high-rise building similar to the proposed tower. The two parcels KKHD of the towers contain light industrial and retail businesses: 630 Auahi Street and 412 Keawe Street.

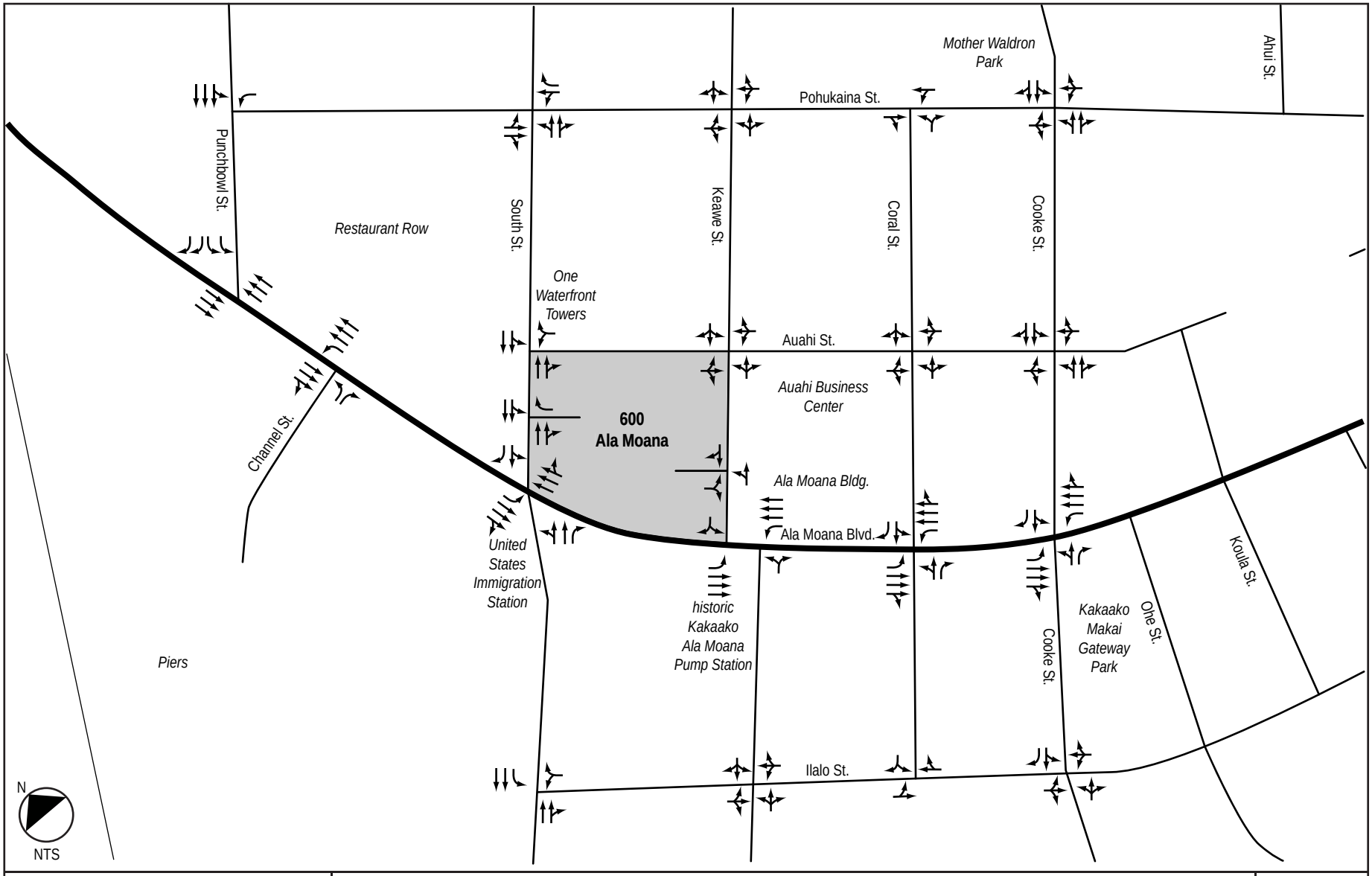
KKHD of the proposed development (across Keawe Street), are more light industrial, retail, and restaurant uses. On the makai/KKHD corner of the Auahi Street and Keawe Street intersection is the Auahi Business Center. Just makai of that is 679 Keawe Street. This block is one of many in the area owned by Kamehameha Schools. The area makai of 679 Keawe Street is currently being renovated. This block is part of Kamehameha Schools' "Block F," and has been identified in the Kaiulu Kaka'ako Master Plan (KKMP).

A. Existing Roadway Network

Figure 3 illustrates the existing roadway network lane configurations and figures 4 and 5 show a more detailed view of the intersections. Ala Moana Boulevard, Auahi Street, Pohukaina Street, and Ilalo Street provide ewa-KKHD navigability through the project vicinity. Punchbowl Street, South Street/Forrest Avenue, Keawe Street, Coral Street, and Cooke Street provide mauka-makai navigability within the project's area. Key intersections within the study area occur where Ala Moana Boulevard and Auahi Street intersect South Street and Keawe Street. These four roadways border the project site.

1. <u>Ala Moana Boulevard</u>

Ala Moana Boulevard is a principal arterial roadway which is oriented in the ewa-KKHD direction between the central business district and Waikiki. It transitions from Nimitz



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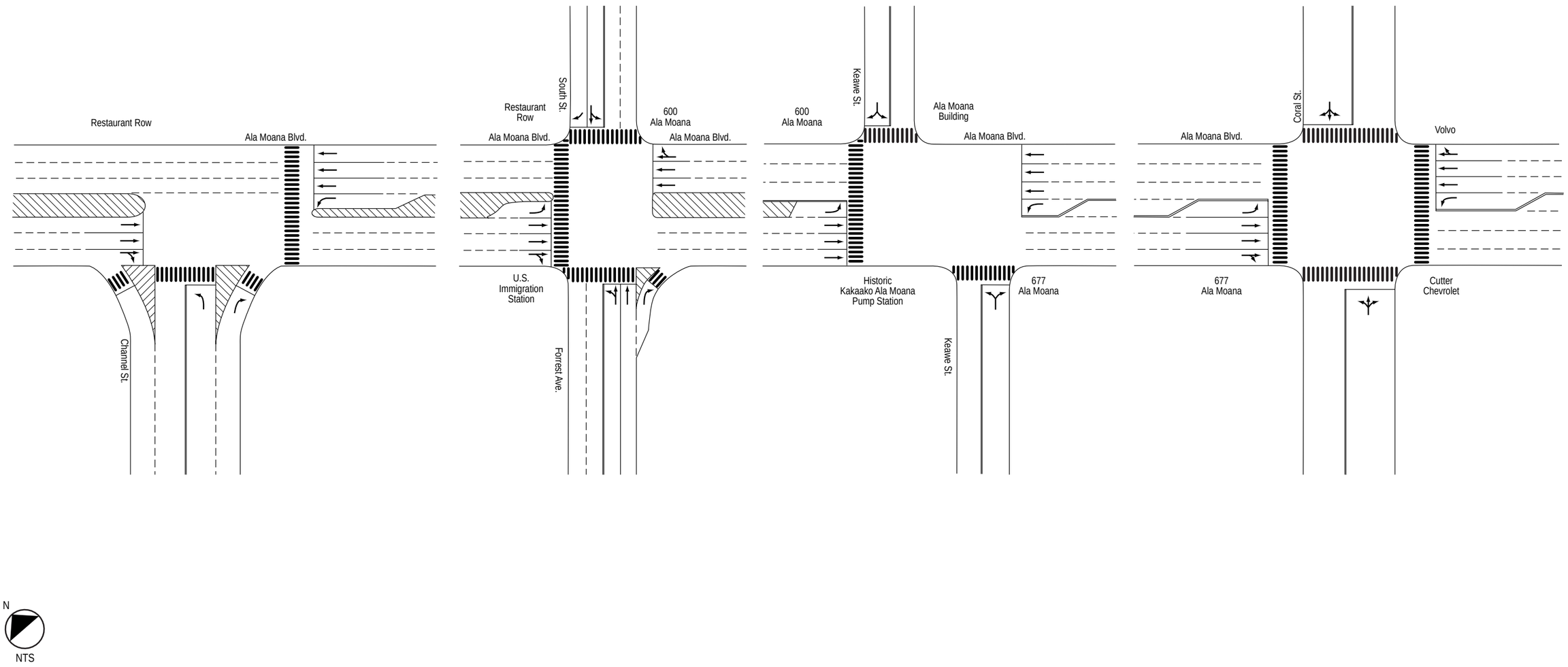
Existing Lane Configurations Overview

Figure 3



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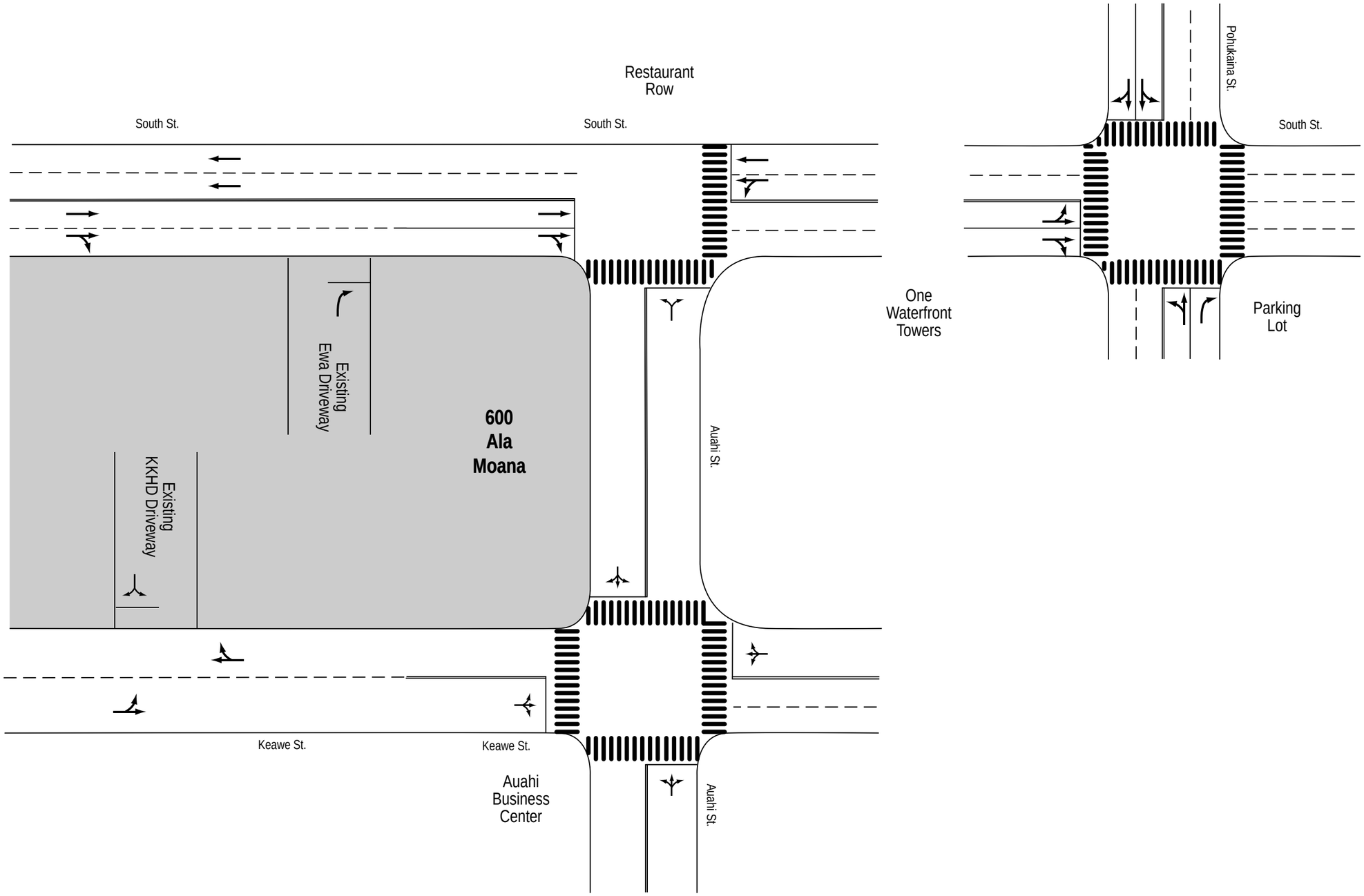
Existing Individual Lane Configurations

Figure 4



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Existing Individual Lane Configurations (cont'd)

Figure
5

Highway to Ala Moana Boulevard ewa of Richards Street and continues KKHD into Waikiki, terminating at Kalakaua Avenue.

In the vicinity of the study area, Ala Moana Boulevard is undivided with six lanes (three in each direction).

Within the study area, Ala Moana Boulevard is signalized at Punchbowl Street, Channel Street, South Street/Forrest Avenue, Keawe Street, Coral Street, and Cooke Street. There is no on-street parking on Ala Moana Boulevard within the project's vicinity. The posted speed limit is 35 mph.

2. Auahi Street

Auahi Street is a collector roadway located mauka of the project site and runs parallel to Ala Moana Boulevard. It is a two-lane, bi-directional road beginning at its T-intersection with South Street. The block mauka of the project site provides on-street parking in both directions. The roadway cross section is 40 feet wide.

Auahi Street runs in the KKHD direction before it is interrupted just KKHD of Koula Street. It picks up again just ewa of Kamani Street where it continues KKHD until it terminates at a T-intersection with Queen Street/Queen Lane just makai of the Ward Village Shops.

KKHD of Kamani Street it is a four-lane collector roadway with on-street parking between Kamakee Street and Queen Street/Queen Lane and provides access to the Ward complex, including Ward Warehouse, Ward Farmers' Market, Ward Entertainment Center, Ward Centre, and Ward Village. The posted speed limit is 25 mph.

3. Pohukaina Street

Pohukaina Street begins at its T-intersection with Punchbowl Street just mauka of Restaurant Row. It runs KKHD as a two-lane, bi-directional collector roadway with on-street parking throughout. KKHD and mauka from its intersection with Coral Street lies Mother Waldron Park. KKHD of Cooke Street, Pohukaina continues as an unstriped bi-directional roadway with no on-street parking until just ewa of Ahui Street. At this point the roadway offers on-street parking on both sides until it terminates at Kamani Street (one block ewa of Ward Avenue). Pohukaina Street's intersection with South Street (just one block mauka and ewa of the project site) is its only signalized intersection. Pohukaina forms all-way stop-

controlled intersections with Keawe Street, Coral Street, and Cooke Street. The posted speed limit is 25 mph.

4. Forrest Avenue/South Street

Makai of Ala Moana Boulevard, Forrest Avenue leads to Piers 1 and 2. Between Ala Moana Boulevard and Pohukaina Street, South Street is a four-lane bi-directional (running mauka-makai) collector. Mauka of Pohukaina Street, South Street provides four mauka-bound travel lanes up to Halekauwila Street. Mauka of Halekauwila Street, South Street provides three mauka-bound travel lanes and on-street parking on both its inner and outer lanes. South Street terminates at the King Street/Kapi'olani Boulevard triangle. Continuing mauka, South Street becomes Alapai Street. The posted speed limit on South Street is 25 mph.

5. Keawe Street

Keawe Street is an unstriped, two-lane, bi-directional collector that provides on-street parking on its KKHD side between Queen Street (its mauka terminus) and Ala Moana Boulevard. It forms an offset intersection with Ala Moana Boulevard. Makai of Ala Moana Boulevard, it ends just makai of the John A. Burns School of Medicine. The posted speed limit is 25 mph.

6. Punchbowl Street

Punchbowl Street is a major collector roadway which runs from H-1 Freeway on its mauka end to Ala Moana Boulevard at its makai end. Between Ala Moana Boulevard and King Street, Punchbowl is a three-lane, makai-bound only roadway and it offers on-street parking on both sides between Pohukaina Street and King Street.

Mauka of King Street, Punchbowl provides both makai and mauka navigability. The posted speed limit on Punchbowl Street is 25 mph near the project's vicinity.

7. Coral Street

Coral Street is a two-lane collector street that runs in a mauka-makai orientation from Ilalo Street (where it forms a T-intersection in front of the John A. Burns School of Medicine) to Pohukaina Street (where it forms another T-intersection in front of the Mother Waldron Playground). Coral Street accommodates two-way traffic, but is unstriped except at its three intersections. The intersection with Ala Moana Boulevard is its only signalized intersection. The posted speed limit on Coral Street is 25 mph.

8. Cooke Street

Cooke Street is a bi-directional collector roadway beginning at the parking lot of Kaka'ako Park at its makai end and terminates with a T-intersection at King Street at its mauka end. Between Kaka'ako Park and Ala Moana Boulevard, Cooke Street is a two-lane roadway. Between Ala Moana Boulevard and Kapi'olani Boulevard, Cooke Street is a four-lane roadway. Cooke Street reverts back to two lanes between Kapi'olani Boulevard and King Street. The posted speed limit is 25 mph.

9. Ilalo Street

Ilalo Street is a two-lane collector roadway that runs ewa-KKHD from Forrest Avenue near the Immigration docks to an intersection with Ahui Street where it continues mauka-bound afterward as Ward Avenue. Ilalo Street has 20' wide travel lanes and provides side street parking in both directions. There is also a 12' wide raised median throughout its length. Ilalo Street provides metered parking in both directions from Forrest Avenue to Koula Street. It runs directly in front (mauka) of the John A. Burns School of Medicine between Keawe Street and Cooke Street. It splits Kaka'ako Makai Gateway Park and provides access to the park's coastal promenade via its intersections with Coral and Cooke streets. The posted speed limit on Ilalo Street is 25 mph.

B. Existing Traffic Volumes

Turning movement counts were collected between Thursday, February 7, 2013 and Tuesday, February 12, 2013.

24-hour volumes on Ala Moana Boulevard were collected by the Hawaii Department of Transportation (HDOT) between Monday, May 23, 2011 and Tuesday, May 24, 2011 at a location just ewa of the project area (between Richards Street and Punchbowl Street in the vicinity of Pier 5). HDOT also collected 24-hour volumes on South Street between Auahi Street and Pohukaina Street between Wednesday, May 11, 2011 and Thursday, May 12, 2011.

1. Ala Moana Boulevard Volumes

Ala Moana Boulevard peak hour volumes, as well as ADT values, are shown in Table 1. On a typical weekday, Ala Moana Boulevard (in both directions) experiences maximum volume between 7 a.m. and 8 a.m. (4,010 vehicles-per-hour (vph)). The two-directional afternoon

peak occurs between roughly 4 p.m. and 5 p.m. (4,465 vph). By 6 p.m., two-directional traffic demand falls slightly below 3,000 vph and by 8 p.m., demand is near 1,500 vph.

Table 1 Ala Moana Boulevard Traffic Volume Summary

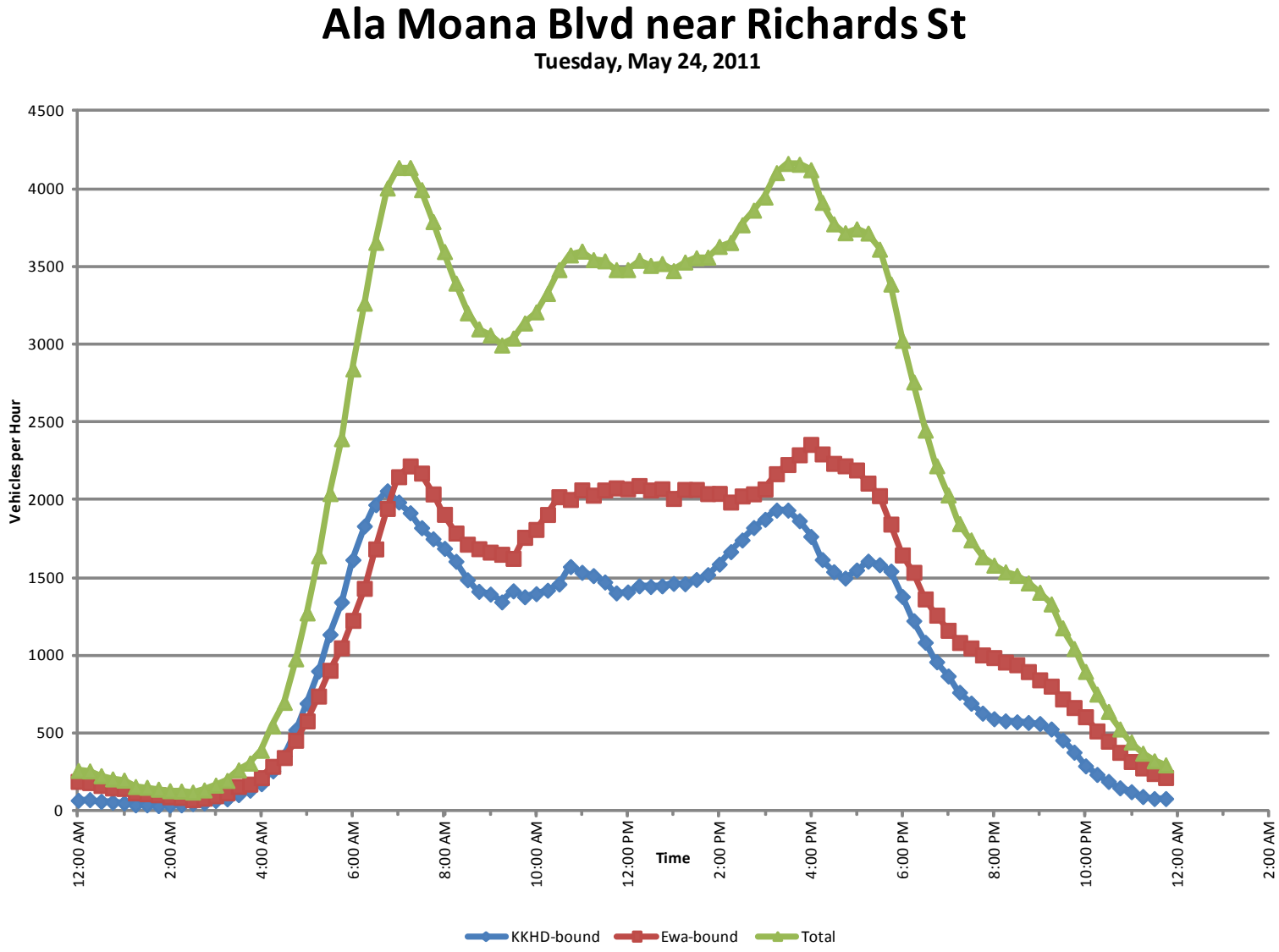
Location	AM Peak/ Volume	PM Peak/ Volume	ADT
Ala Moana KKHD-bound b/w Richards & Punchbowl	**6:45 – 7:45 / 2,025**	**3:15 – 4:15 / 1,953**	**24,089**
Ala Moana ewa-bound b/w Richards & Punchbowl	**7:30 – 8:30 / 2,042**	**4:30 - 5:30 / 2,536**	**31,137**
Total ADT			**55,226**

It should be noted that in the same location, in 2007 when CompUSA was in business and prior to the Great Recession, ADT was 63,623 vehicles-per-day. Figure 6 shows 24-hour KKHD-bound and ewa-bound volumes on Ala Moana Boulevard between Richards Street and Punchbowl.

South Street peak hour volumes, as well as ADT values, are shown in Table 2. On a typical weekday, South Street experiences maximum volume (in both directions) between 7:30 a.m. and 8:30 a.m. (477 vph). The two-directional afternoon peak occurs between 4 p.m. and 5 p.m. (542 vph). By 6 p.m., two-directional traffic demand falls below 300 vph and by 6:30 p.m., demand falls below 100 vph.

Table 2 South Street Traffic Volume Summary

Location	AM Peak/ Volume	PM Peak/ Volume	ADT
South mauka-bound b/w Auahi & Pohukaina	7:15 – 8:15 / 323	4:00 – 5:00 / 370	4,014
South makai-bound b/w Auahi & Pohukaina	7:30 – 8:30 / 166	3:15 - 4:15 / 172	2,200
Total ADT			6,214



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Existing Ala Moana 24-Hour Traffic Volumes

Figure 6

2. South Street Volumes

Figure 7 shows 24-hour mauka-bound and makai-bound volumes on South Street between Auahi Street and Pohukaina Street.

3. Key Intersection Traffic Volumes

Figure 8 shows the key existing intersection traffic volumes within the project's roadway network.

C. Transit

There are three bus stops near the project site that provide access to a multitude of routes that navigate to numerous parts of Oahu.

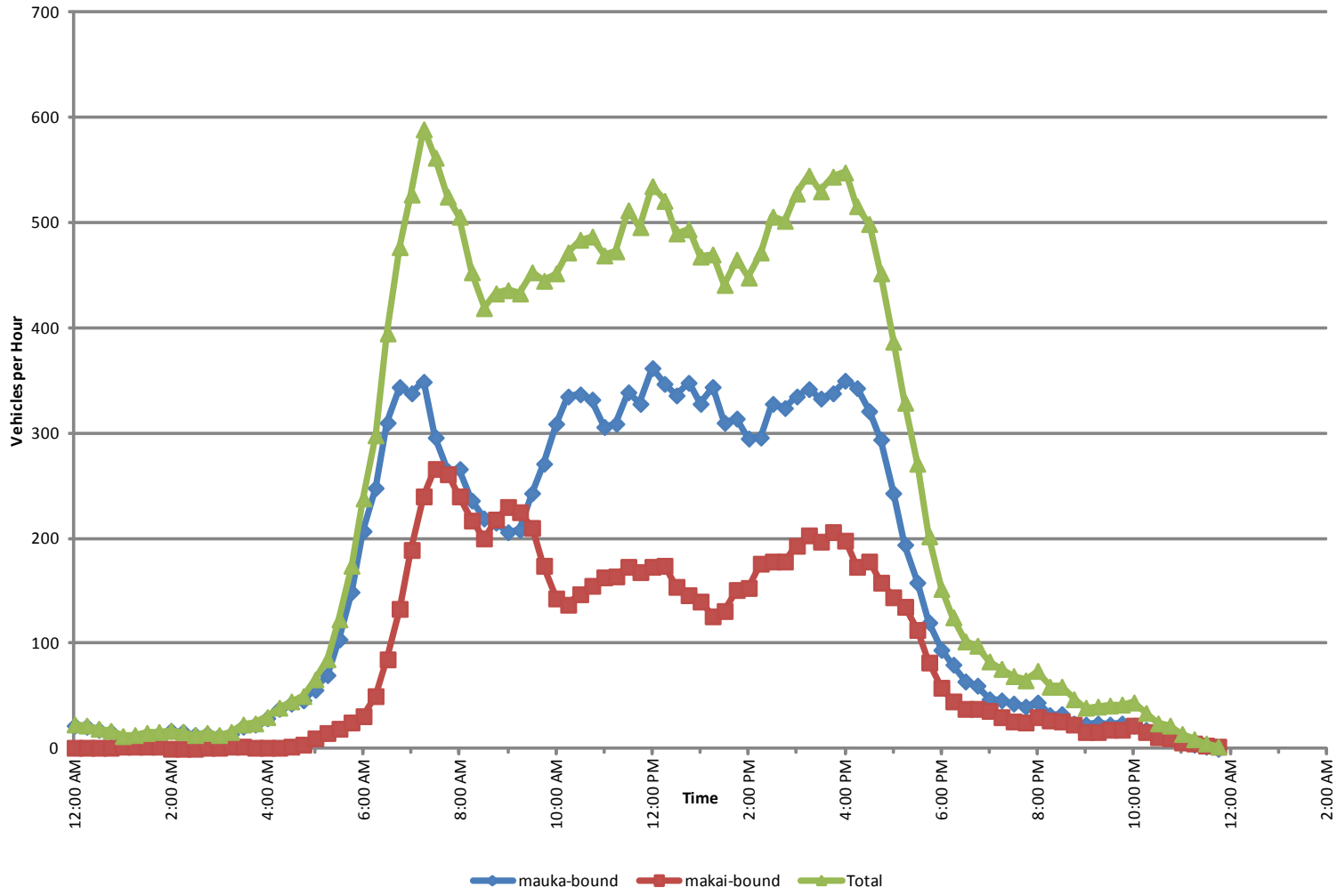
Bus stop #1065 is on the KKHD side of South Street just makai of Auahi Street (adjacent to the project) and serves route 42 (Ewa Beach via Arizona Memorial).

Bus stop #894 is on the mauka side of Ala Moana Boulevard just ewa of South Street (near the Restaurant Row decorative pavilion). It services routes: 19 (Airport – Hickam), 20 (Airport – Pearlridge), 55 (Kaneohe – Circle Island), 56 (Kailua – Kaneohe), 57 (Kailua – Sea Life Park/Waimanalo), 57A (Kailua – Keolu Drive), 65 (Kaneohe – Kahaluu), and 88A (Express – North Shore via Kahekili).

Bus stop #951 is on the makai side of Ala Moana Boulevard just ewa of South Street. It services routes 19, 20, 42, 55, 56, 57, 57A, 65, and 88A.

D. Existing Traffic Operations

The study area intersections were analyzed using the methodologies for signalized and unsignalized intersections outlined in the 2010 Highway Capacity Manual (HCM). Operating conditions at an intersection are expressed as a qualitative measure known as Level of service (LOS) with letter designations ranging from A through F, with LOS A representing free-flow conditions and LOS F representing over-capacity conditions. Level of service criteria are described in Appendix B. Capacity analysis worksheets are located in Appendix C. The results of the intersection analysis are summarized in Table 3.



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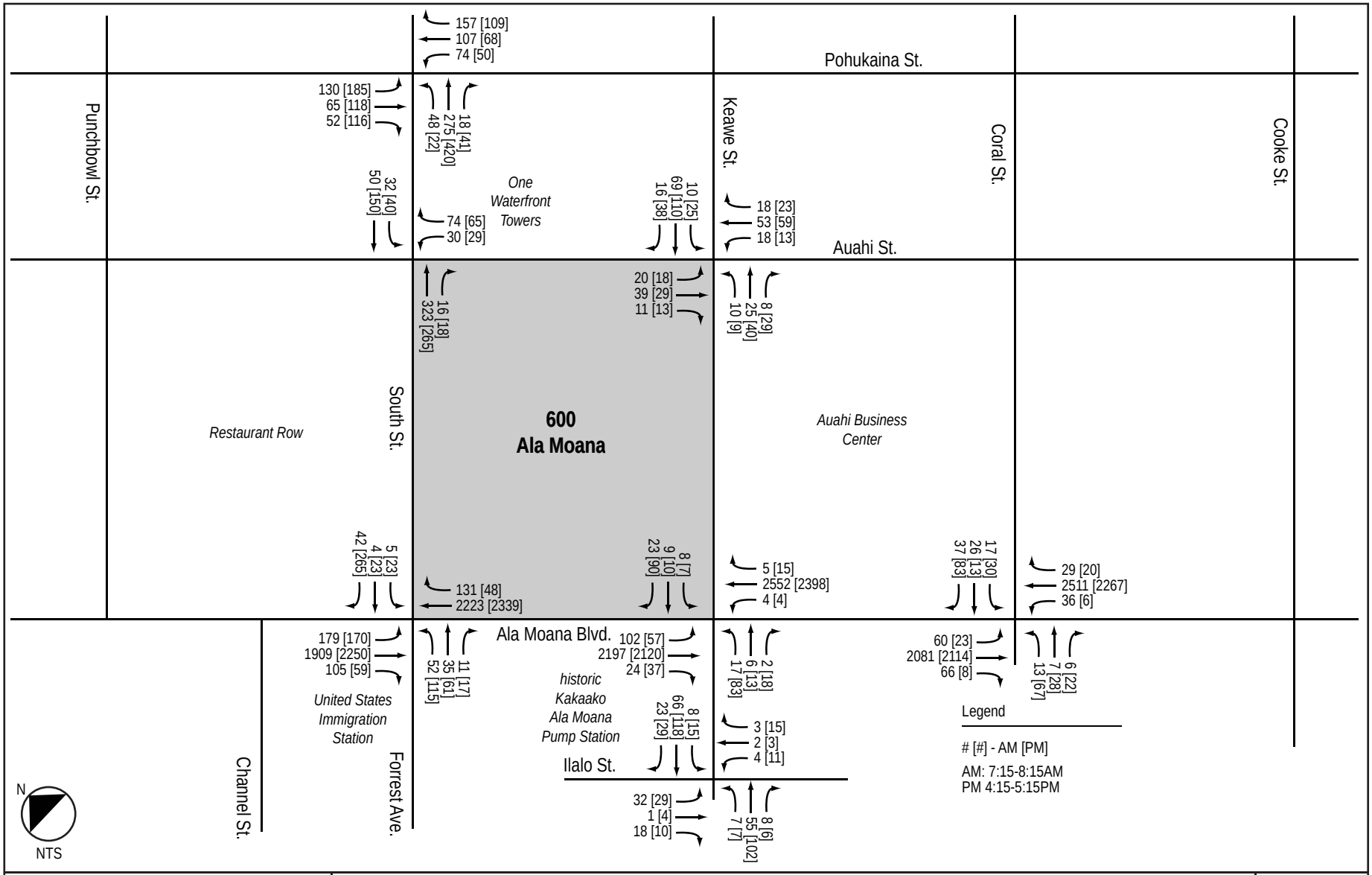
Existing South Street 24-Hour Traffic Volumes

Figure 7



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Existing Intersection Traffic Volumes

Figure 8

Table 3 Existing LOS

Existing LOS	AM		PM	
	LOS	Delay	LOS	Delay
Ala Moana Blvd & Forrest Ave/South St	**C**	**31**	**C**	**34**
Ala Moana ewa Triple Through	C	30	C	28
Ala Moana ewa Right	D	36	C	32
Ala Moana KKHD Left	F	221	F	279
Ala Moana KKHD Triple Through	B	10	B	12
Ala Moana KKHD Right	B	11	B	14
Forrest Ave mauka Left	E	71	E	60
Forrest Ave mauka Double Through	E	55	E	56
Forrest Ave mauka Right	A	0	A	0
South St makai Left-Through	E	56	F	116
South St makai Right	A	0	A	0
Ala Moana Blvd & Keawe St	**C**	**23**	**D**	**39**
Ala Moana KKHD Left	F	97	F	93
Ala Moana KKHD Triple Through	B	12	C	26
Ala Moana ewa Right	B	12	C	28
Ala Moana ewa Left	E	74	F	82
Ala Moana ewa Triple Through	C	26	D	38
Ala Moana ewa Right	C	29	D	44
Keawe mauka Left-Through-Right	E	74	F	101
Keawe makai Left-Through-Right	E	75	F	103
South St & Pohukaina St	**C**	**31**	**B**	**14**
Pohukaina KKHD Left-Through, Through-Right	D	38	B	14
Pohukaina ewa Left-Through	E	77	B	16
Pohukaina ewa Right	A	6	A	3
South mauka Left-Through, Through-Right	A	8	B	16

Existing LOS (continued)	AM		PM	
	LOS	Delay	LOS	Delay
South St & Auahi St	**Unsignalized**		**Unsignalized**	
Auahi St ewa Left-Right	B	13	B	15
South St mauka Through	A	0	A	0
South St mauka Through-Right	A	0	A	0
South St makai Left-Through	A	0	A	0
South St makai Through	A	2	A	1
Keawe St & Auahi St	**Unsignalized**		**Unsignalized**	
Auahi St KKHD Left-Through-Right	A	8	A	9
Auahi St ewa Left-Through-Right	A	8	A	9
Keawe St mauka Left-Through-Right	A	8	A	8
Keawe St makai Left-Through-Right	A	8	A	9

E. Summary of Existing Operations

1. Ala Moana Boulevard and South Street/Forrest Avenue

Most of the lane movements at this intersection are operating below capacity during the AM and PM peak hours. The one exception is the Ala Moana Boulevard KKHD-bound left turn movement onto South Street. This movement currently operates above capacity during the AM (LOS F, 221 seconds of delay-per-vehicle) and PM peak hour (LOS F, 227 seconds of delay-per-vehicle). The existing storage lane routinely spills over into the inside KKHD-bound through lane during both the AM and PM peak hours. In addition, peak hour left-turning volumes routinely surpass the number of vehicles that existing signal timing provides passage for in one cycle. This situation causes vehicles to routinely wait two cycles before being able to make this left-turn maneuver during these peak periods.

2. Ala Moana Boulevard and Keawe Street

Most of the lane movements at this intersection are operating below capacity during the AM and PM peak hours. The exceptions are the left-turn movements. The Ala Moana Boulevard KKHD-bound left turn movement onto Keawe Street operates at LOS F during the AM (97 seconds of delay-per-vehicle) and PM (93 seconds of delay-per-vehicle) peak hours. The Ala Moana Boulevard ewa-bound left-turn operates at LOS E during the AM peak hour and LOS F during the PM peak hour, although volumes are low. Both of the Keawe Street one-lane approaches operate at LOS E in the AM peak hour and LOS F in the

PM peak hour. Volumes are relatively low for these two approaches compared with the Ala Moana Boulevard approaches.

3. South Street and Pohukaina Street

Most of the lane movements at this intersection are operating below capacity during the AM and PM peak hours. The one exception is the Pohukaina Street KKHD-bound left-through, through-right approach. This movement operates at LOS E during the AM peak hour, but rebounds to an LOS B during the PM peak hour. The South Street and Pohukaina Street traffic signal system operates with only two phases, so left-turning Pohukaina Street traffic must yield to oncoming Pohukaina Street traffic.

4. South Street and Auahi Street

All of the lane movements at this Auahi Street stop-controlled T-intersection operate at LOS B, or better during both the AM and PM peak hours.

5. Keawe Street and Auahi Street

All of the lane movements at this four-way, stop-controlled intersection operate at LOS A during both the AM and PM peak hours.

III. PROJECTED YEAR 2016 CONDITIONS WITHOUT PROJECT

The Year 2016 represents the future conditions horizon year for the project area without the 600 Ala Moana development. No new roadways are projected to be constructed in the vicinity of the project by the build-out year. Kamehameha Schools, a major landowner in the Kaka'ako area, recently published its Kaiaulu O Kakaako Master Plan which outlines for redevelopment of the parcels it owns in the area. A build-out year for these plans is estimated over the next 15 years.

The Ala Moana Building at 660 Ala Moana Boulevard (across from the project site on Keawe Street) was under renovation at the time that this report was published.

A. Projected Year 2016 Roadway Network Without Project

The 2016 roadway network is assumed to be the same as the existing roadway network.

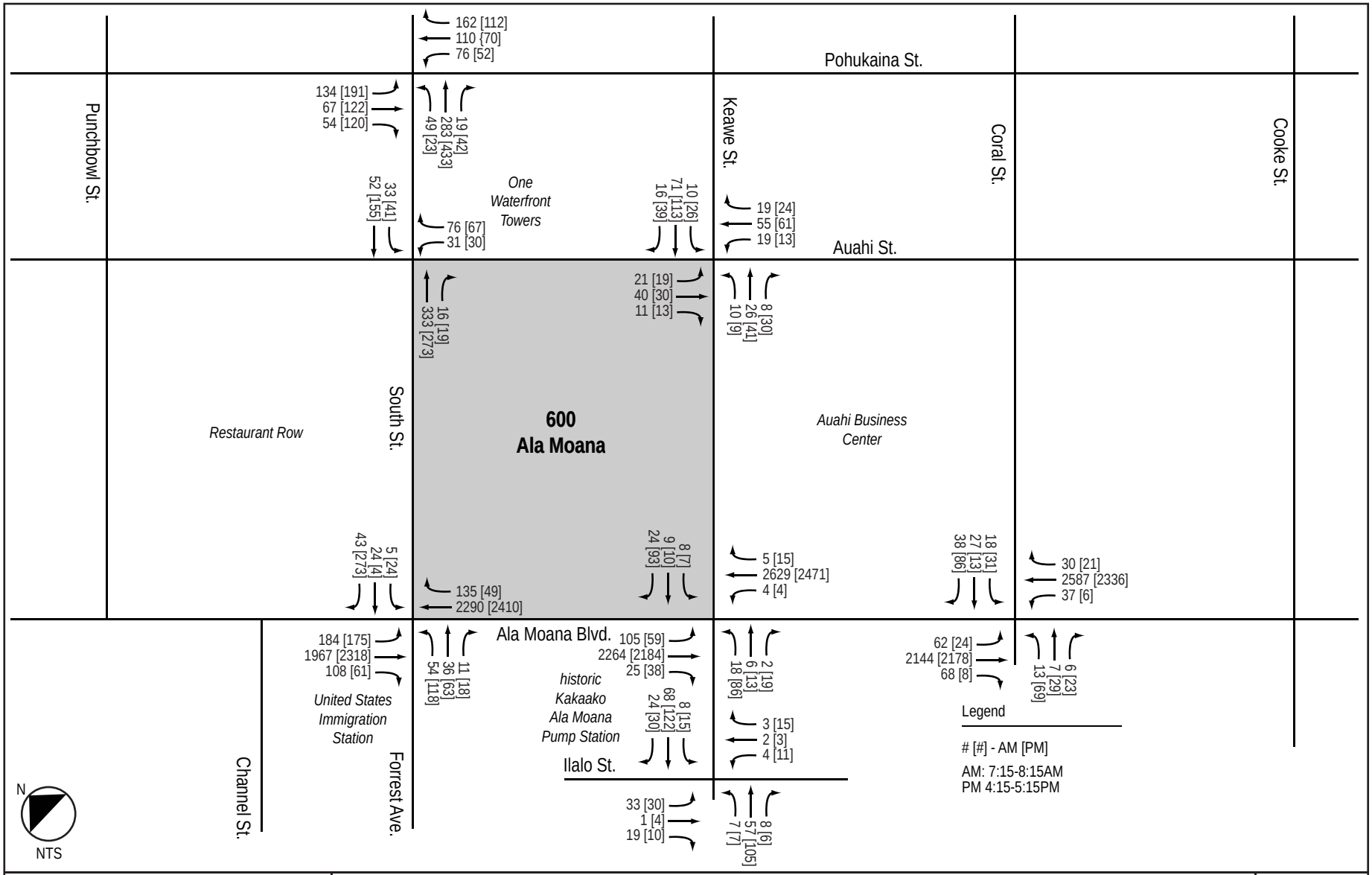
B. Projected Year 2016 Traffic Volumes Without Project

The Year 2016 background traffic was estimated utilizing an annual growth rate of 1%. This growth rate is based on the Oahu Metropolitan Planning Organization (MPO) Oahu Regional Transportation Plan (ORTP) 2035 model and historical link volumes along Ala Moana Boulevard in the project's vicinity. This Oahu MPO model takes into account future Kaka'ako developments.

Figure 9 shows the projected Year 2016 traffic turning movement volumes without the 600 Ala Moana project.

C. Year 2016 without Project Traffic Operations

The study area intersections were analyzed using the methodologies for signalized and unsignalized intersections outlined in the 2010 Highway Capacity Manual (HCM). Operating conditions at an intersection are expressed as a qualitative measure known as Level of service (LOS) with letter designations ranging from A through F, with LOS A representing free-flow conditions and LOS F representing over-capacity conditions. The results of the intersection analysis are summarized in Table 4.



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Year 2016 without Project Intersection Traffic Volumes

Figure 9

Table 4 Year 2016 without Project LOS

Year 2016 without Project LOS	AM		PM	
	LOS	Delay	LOS	Delay
Ala Moana Blvd & Forrest Ave/South St	**C**	**33**	**D**	**35**
Ala Moana ewa Triple Through	C	31	C	30
Ala Moana ewa Right	D	39	C	34
Ala Moana KKHD Left	F	236	F	297
Ala Moana KKHD Triple Through	B	11	B	12
Ala Moana KKHD Right	B	12	B	14
Forrest Ave mauka Left	E	74	E	60
Forrest Ave mauka Double Through	E	55	E	56
Forrest Ave mauka Right	A	0	A	0
South St makai Left-Through	E	56	F	122
South St makai Right	A	0	A	0
Ala Moana Blvd & Keawe St	**C**	**25**	**D**	**44**
Ala Moana KKHD Left	F	98	F	94
Ala Moana KKHD Triple Through	B	12	C	28
Ala Moana ewa Right	B	13	C	31
Ala Moana ewa Left	E	74	F	83
Ala Moana ewa Triple Through	C	29	D	45
Ala Moana ewa Right	C	33	D	52
Keawe mauka Left-Through-Right	E	74	F	104
Keawe makai Left-Through-Right	E	75	F	105
South St & Pohukaina St	**C**	**33**	**B**	**14**
Pohukaina KKHD Left-Through, Through-Righ	D	39	B	15
Pohukaina ewa Left-Through	F	88	B	16
Pohukaina ewa Right	A	6	A	3
South mauka Left-Through, Through-Right	A	9	B	16
South St & Auahi St	**Unsignalized**		**Unsignalized**	
Auahi St ewa Left-Right	B	13	B	15
South St mauka Through	A	0	A	0
South St mauka Through-Right	A	0	A	0
South St makai Left-Through	A	0	A	0
South St makai Through	A	2	A	1

*Delay is expressed in seconds per vehicle

Year 2016 without Project LOS (continued)	AM		PM	
	LOS	Delay	LOS	Delay
Keawe St & Auahi St	**Unsignalized**		**Unsignalized**	
Auahi St KKHD Left-Through-Right	A	8	A	9
Auahi St ewa Left-Through-Right	A	8	A	9
Keawe St mauka Left-Through-Right	A	8	A	9
Keawe St makai Left-Through-Right	A	8	A	10

*Delay is expressed in seconds per vehicle

1. Ala Moana Boulevard & Forrest Avenue/South Street

The main issue at this intersection is projected to be the Ala Moana Boulevard KKHD-bound left turn. Without the project, this left turn is projected to operate at LOS F in both the AM and PM peak hours. The Forrest Avenue mauka-bound movements and South Street left-through movements are also expected to degrade in the future without project condition.

2. Ala Moana Boulevard & Keawe Street

This intersection is projected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. The left turns, especially the Ala Moana KKHD-bound and ewa-bound left turns are projected to operate at LOS F. The Keawe Street approaches are projected to continue to operate at LOS E, or F.

3. South Street & Pohukaina Street

The Pohukaina Street KKHD-bound left-through movement continues to be the only movement at this intersection which is projected to operate poorly (LOS F).

4. South Street & Auahi Street

All movements at this intersection are projected to operate at LOS A, or B.

5. Keawe Street & Auahi Street

All movements at this intersection are projected to operate at LOS A.

D. Summary of Year 2016 without Project Operations

With a one percent across- the-board volume increase, the projected Year 2016 without Project operations are not significantly different when compared to the existing condition. Areas that are over-capacity, or near capacity, in the existing condition operate similarly, if not slightly worse in the Year 2016. In particular, all left turn, or shared left-turn/through movements at the Ala Moana intersections perform poorly both in the existing and Year 2016 without project conditions.

IV. PROJECTED YEAR 2016 CONDITIONS WITH PROJECT

The Year 2016 "With Project" scenario represents the future conditions within the project area with the 600 Ala Moana development build-out as shown above in Figure 2.

Figures 10, 11, and 12 show the with Project lane configurations. One new driveway is proposed to be constructed for the project: a full-access driveway on Auahi Street, approximately 100 feet ewa of Keawe Street.

A. Year 2016 Roadway Network with Project

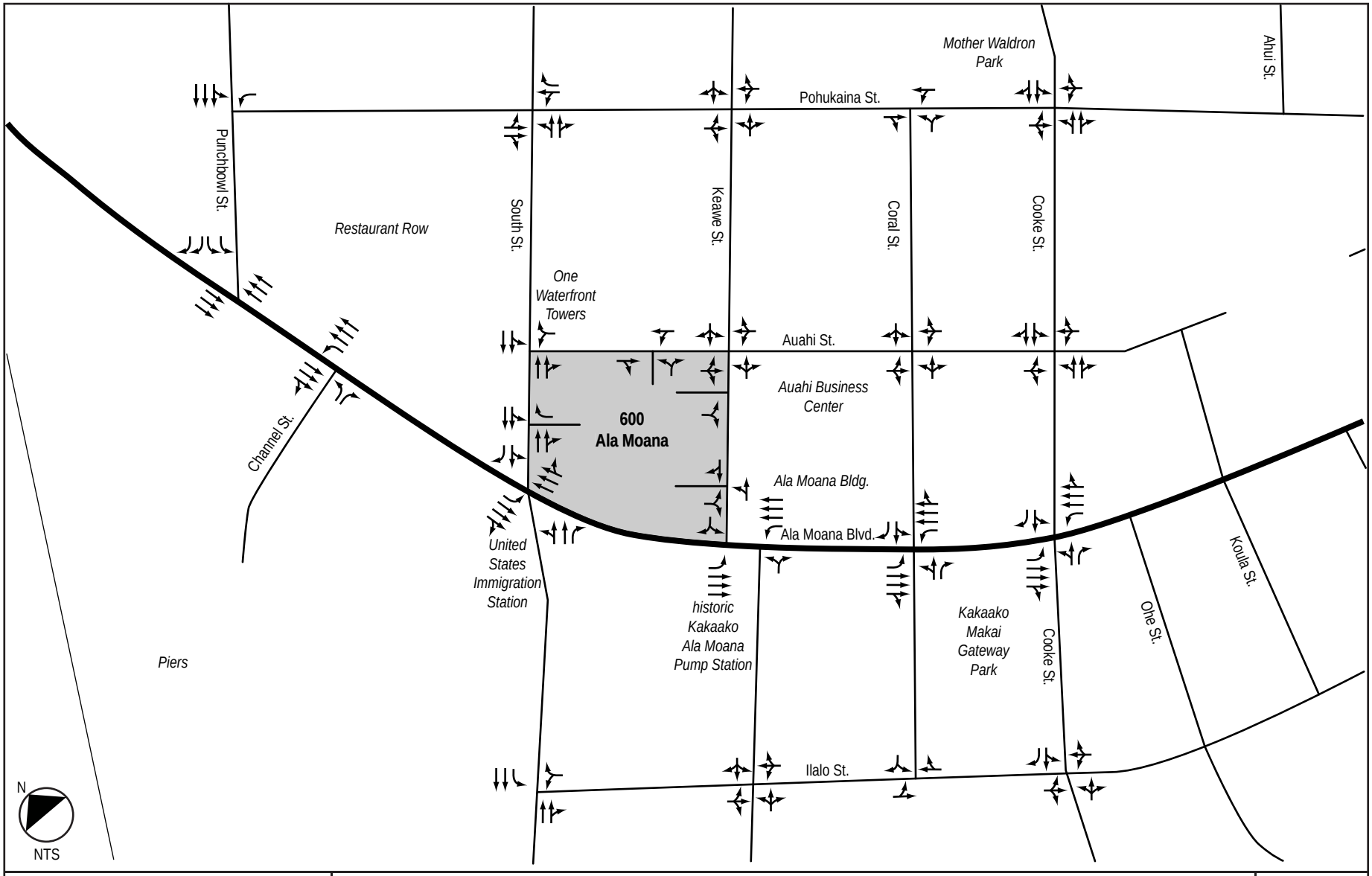
The 2016 roadway network is assumed to be mostly the same as the existing roadway network. The only differences anticipated are to occur internally within the project site (see Figure 2). One new driveway is proposed for the project site. An ingress-egress driveway is proposed for Auahi Street near the Keawe Street intersection. An egress-only driveway is proposed (where currently there exists a loading dock) on Keawe Street near the intersection with Auahi Street. Driveways on South St. and Keawe St. remain in similar locations to the current locations.

B. Year 2016 Project-Generated Traffic Volumes

Future traffic generated by the 600 Ala Moana development was estimated using ITE Trip Generation manual methodologies.

1. Trip Generation

The 600 Ala Moana development consists of three residential components that can all be classified as high-rise/condominium and an approximately 13,000-square foot retail component. Trip generation estimates the number of vehicular trips in and out of the project based on the land use type and density. Trips were estimated using trip generation equations published by the Institute of Transportation Engineers in Trip Generation, 9th Edition.



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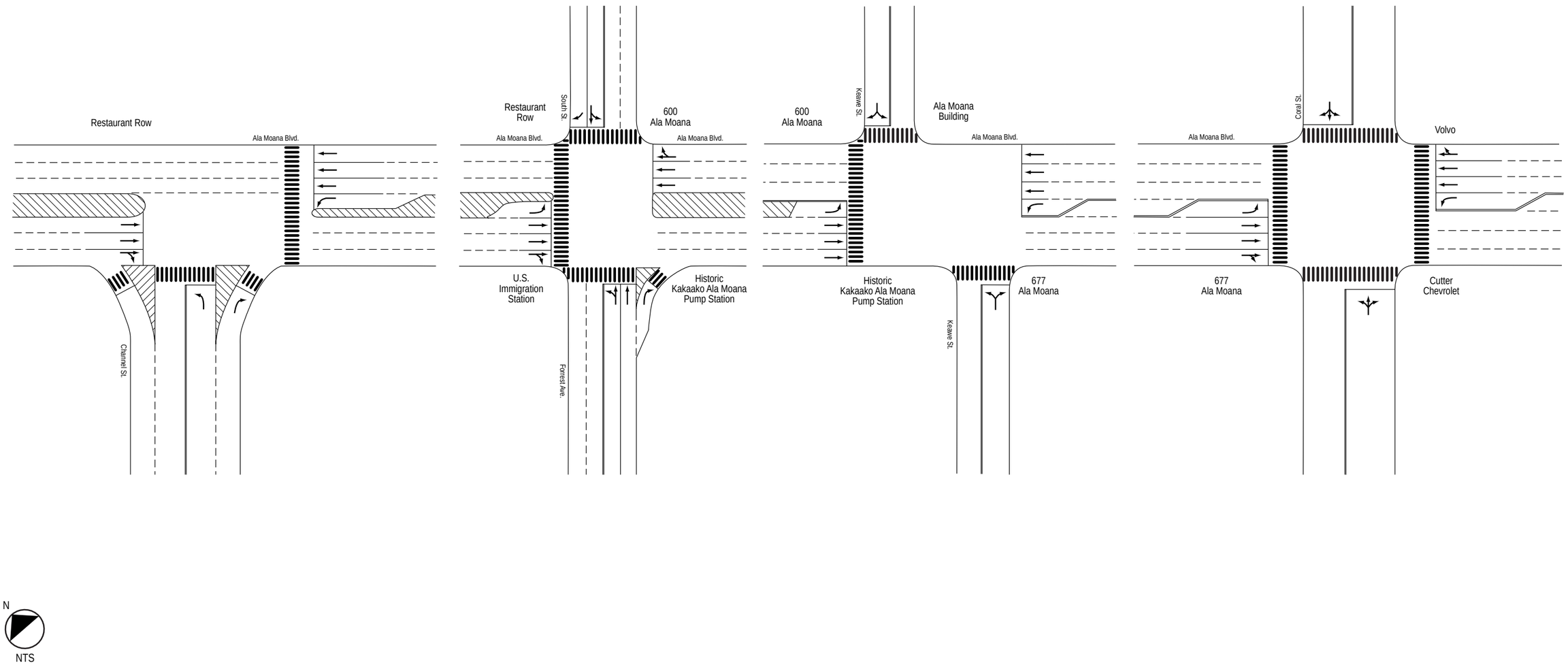
Year 2016 with Project Lane Configurations Overview

Figure 10



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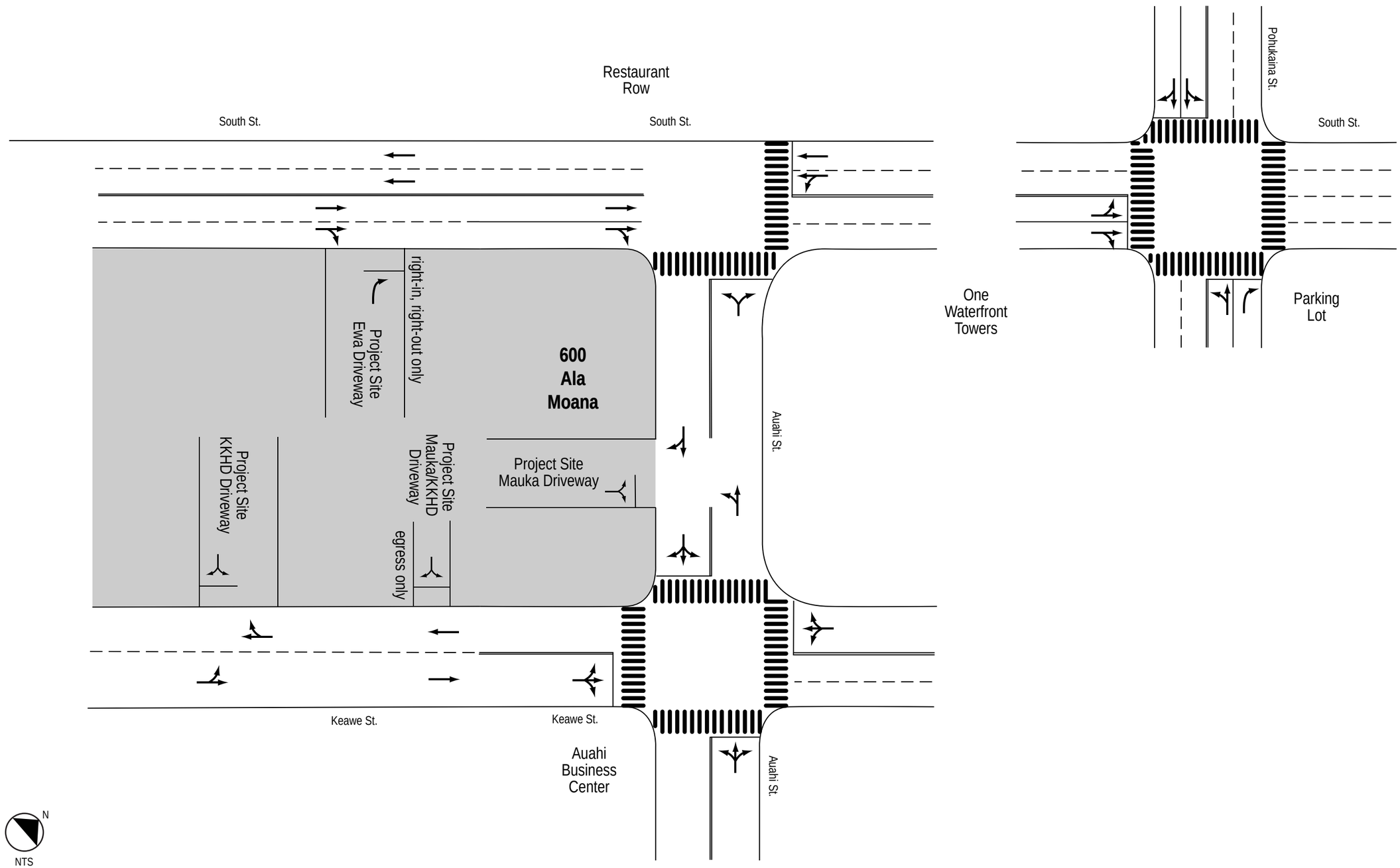
Year 2016 with Project Individual Lane Configurations

Figure 11



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Year 2016 with Project Individual Lane Configurations (cont'd)

Figure 12

Table 5 shows the planned project land use and corresponding trips generated. Transit share was conservatively estimated to be 7% and pedestrian share was conservatively estimated to be 7% due to the close proximity to transit stops, major shopping centers, dining, and entertainment venues.

Internal capture, pass-by, and diverted link trips were documented based upon Trip Generation Manual, 9th edition formulas and tables. These types of trips all serve to reduce the number of external trips generated by a development because they serve demand internally (as with a mixed-use development) or are trips that would have been on the roadway network with, or without the project, and are therefore not newly-generated trips.

Table 5 600 Ala Moana Trip Generation

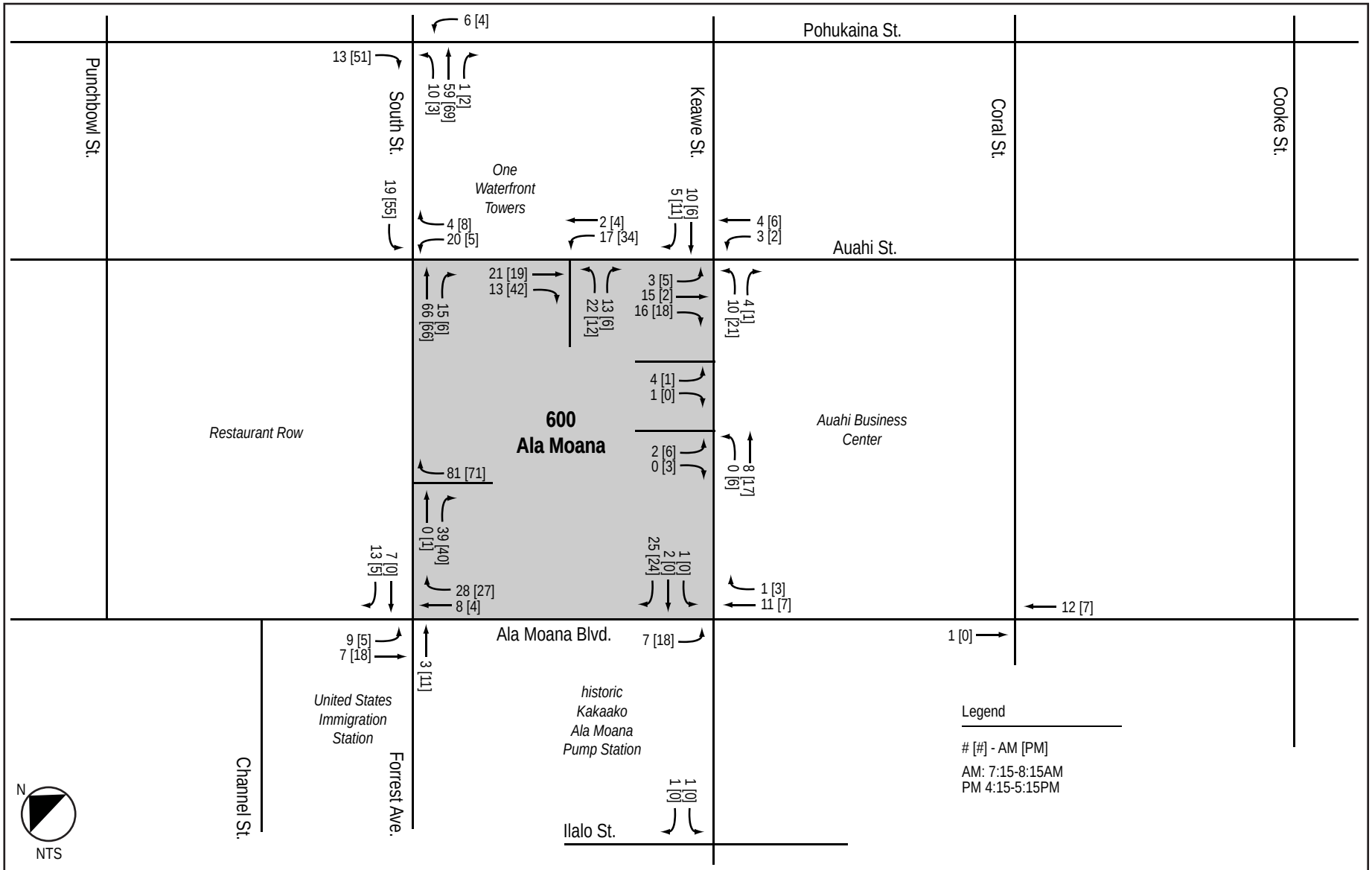
Land Use	Intensity	ITE Land Use Code	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
RESIDENTIAL	Dwelling Units							
Townhomes	16	223	2	3	5	3	3	6
Mid-Rise/Studios	54	223	5	11	16	12	9	21
Tower	397	222	30	90	120	85	54	139
RESIDENTIAL SUBTOTAL:	467		**37**	**104**	**141**	**100**	**66**	**166**
Interaction (Reduction) Factors: (%)								
Internal Capture (AM: 6%, PM: 13%)			*-2*	*-2*	*-4*	*-6*	*-5*	*-11*
Pass-by (0%)			*0*	*0*	*0*	*0*	*0*	*0*
Diverted-Link (0%)			*0*	*0*	*0*	*0*	*0*	*0*
Transit (7%)			*-2*	*-7*	*-9*	*-7*	*-5*	*-12*
Pedestrian (7%)			*-2*	*-7*	*-9*	*-7*	*-5*	*-12*
RESIDENTIAL REDUCTION SUBTOTAL:			*-6*	*-16*	*-22*	*-20*	*-15*	*-35*
RESIDENTIAL TOTAL:			**31**	**88**	**119**	**80**	**51**	**131**
RETAIL AND SERVICES	Gross Floor Area							
Convenience Market (Open 15-16 Hours)	1,977	852	31	30	61	33	35	68
Specialty Retail Center	1,978	826	7	7	14	2	3	5
Quality Restaurant	4,847	931	2	2	4	24	12	36
Copy, Print, & Express Shop	2,966	920	6	2	8	10	12	22
RETAIL AND SERVICES SUBTOTAL:	11,768		**46**	**41**	**87**	**69**	**62**	**131**
Interaction (Reduction) Factors: (%)								
Internal Capture (AM: 6%, PM: 11%)			*-2*	*-2*	*-4*	*-5*	*-6*	*-11*
Pass-by (Quality Restaurant PM: 26%)			*0*	*0*	*0*	*-6*	*-3*	*-9*
Diverted-Link (Quality Restaurant PM: 38%)			*0*	*0*	*0*	*-9*	*-5*	*-14*
Transit (7%)			*-2*	*-2*	*-4*	*-5*	*-4*	*-9*
Pedestrian (7%)			*-2*	*-2*	*-4*	*-5*	*-4*	*-9*
RETAIL AND SERVICES REDUCTION SUBTOTAL:			*-6*	*-6*	*-12*	*-30*	*-22*	*-52*
RETAIL AND SERVICES TOTAL:			**40**	**35**	**75**	**39**	**40**	**79**
TOTAL TRIPS:			**71**	**123**	**194**	**119**	**91**	**210**

*ITE Trip Generation Manual, 9th Edition, 2012.

2. Trip Assignment

The trips generated by the project were evenly assigned to the surrounding roadway network based upon the vehicular patterns generated by the nearby One Waterfront Towers. This high-rise/condominium's traffic should mimic the types of inbound and outbound travel paths that the 600 Ala Moana traffic follows. This strategy allows for a general sense of how the added volumes will affect the vicinity's roadways.

Figure 13 shows the Year 2016 project-generated trips. Figure 14 shows the projected Year 2016 total traffic volumes.



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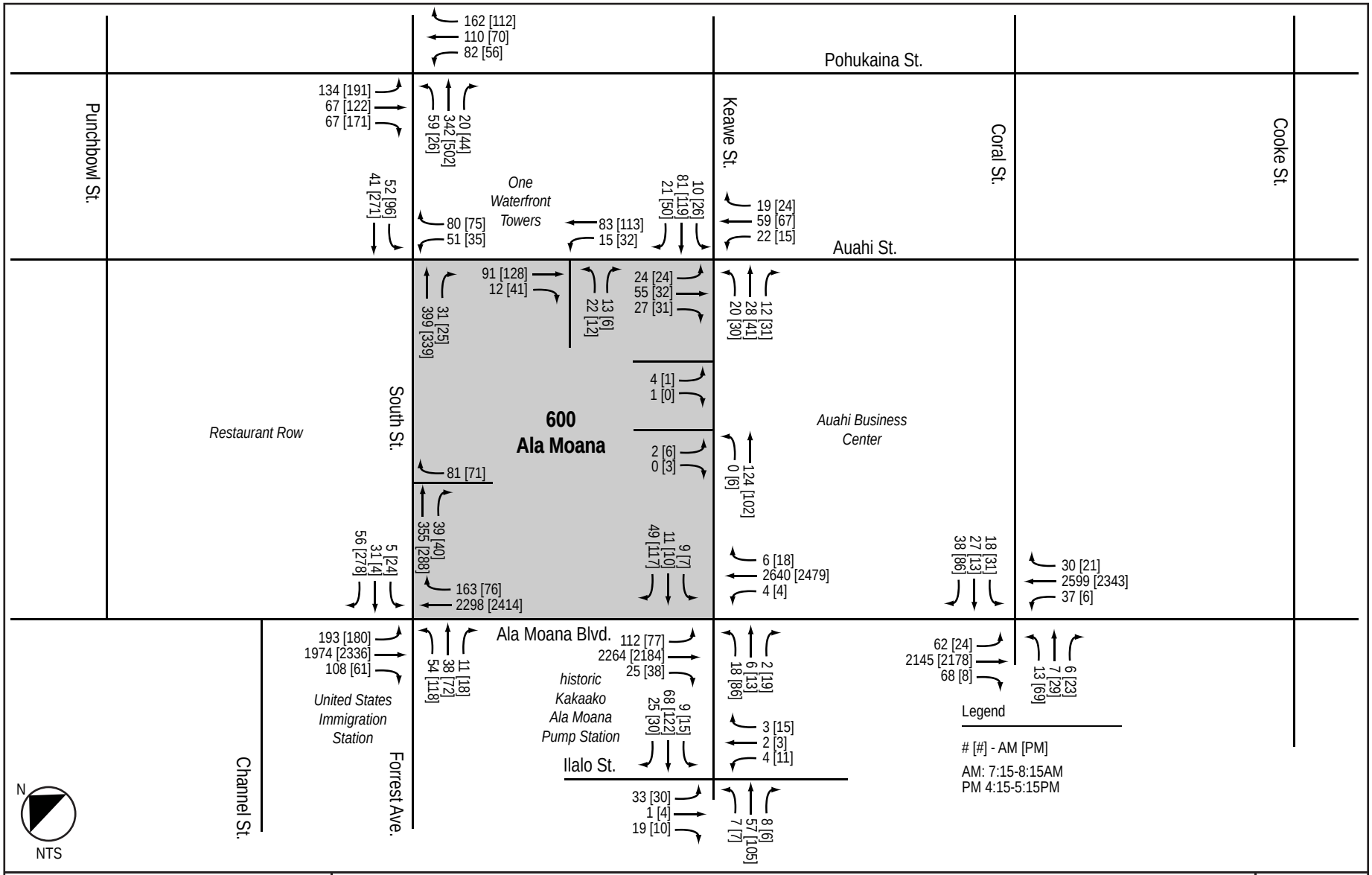
Year 2016 Project-Generated Intersection Traffic Volumes

Figure 13



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Year 2016 with Project Total Intersection Traffic Volumes

Figure 14

C. Projected Year 2016 Operations with Project

The study area intersections were analyzed using the methodologies for signalized and unsignalized intersections outlined in the 2010 Highway Capacity Manual (HCM). Operating conditions at an intersection are expressed as a qualitative measure known as Level of service (LOS) with letter designations ranging from A through F, with LOS A representing free-flow conditions and LOS F representing over-capacity conditions. The results of the intersection analysis are summarized and shown alongside the Year 2016 without project analysis in Table 6.

Table 6 Year 2016 LOS With Project

Year 2016 LOS	AM				PM			
	without Project		with Project		without Project		with Project	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Ala Moana Blvd & Forrest Ave/South St	**C**	**33**	**D**	**35**	**D**	**35**	**D**	**37**
Ala Moana ewa Triple Through	C	31	C	33	C	30	C	31
Ala Moana ewa Right	D	39	D	43	C	34	D	37
Ala Moana KKHD Left	F	236	F	261	F	297	F	*
Ala Moana KKHD Triple Through	B	11	B	11	B	12	B	13
Ala Moana KKHD Right	B	12	B	12	B	14	B	14
Forrest Ave mauka Left	E	74	F	85	E	60	E	60
Forrest Ave mauka Double Through	E	55	E	56	E	56	E	57
Forrest Ave mauka Right	A	0	A	0	A	0	A	0
South St makai Left-Through	E	56	E	56	F	122	F	122
South St makai Right	A	0	A	0	A	0	A	0
Ala Moana Blvd & Keawe St	**C**	**25**	**C**	**31**	**D**	**44**	**D**	**54**
Ala Moana KKHD Left	F	98	F	105	F	94	F	113
Ala Moana KKHD Triple Through	B	12	B	14	C	28	C	31
Ala Moana ewa Right	B	13	B	15	C	31	C	33
Ala Moana ewa Left	E	74	E	77	F	83	F	90
Ala Moana ewa Triple Through	C	29	D	36	D	45	E	58
Ala Moana ewa Right	C	33	D	42	D	52	E	68
Keawe mauka Left-Through-Right	E	74	E	76	F	104	F	115
Keawe makai Left-Through-Right	E	75	F	79	F	105	F	129
South St & Pohukaina St	**C**	**33**	**D**	**37**	**B**	**14**	**B**	**14**
Pohukaina KKHD Left-Through, Through-Right	D	39	D	39	B	15	B	13
Pohukaina ewa Left-Through	F	88	F	112	B	16	B	17
Pohukaina ewa Right	A	6	A	6	A	3	A	3
South mauka Left-Through, Through-Right	A	9	A	9	B	16	B	17

* Delay is greater than 300 seconds per vehicle
** Delay is expressed in seconds per vehicle

Year 2016 LOS	AM				PM			
	without Project		with Project		without Project		with Project	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
South St & Auahi St	**Unsignalized**		**Unsignalized**		**Unsignalized**		**Unsignalized**	
Auahi St ewa Left-Right	B	13	C	17	B	15	D	25
South St mauka Through	A	0	A	0	A	0	A	0
South St mauka Through-Right	A	0	A	0	A	0	A	0
South St makai Left-Through	A	0	A	1	A	0	A	1
South St makai Through	A	2	A	2	A	1	A	2
Keawe St & Auahi St	**Unsignalized**		**Unsignalized**		**Unsignalized**		**Unsignalized**	
Auahi St KKHD Left-Through-Right	A	8	A	9	A	9	A	9
Auahi St ewa Left-Through-Right	A	8	A	9	A	9	A	9
Right	A	8	A	9	A	9	A	9
Keawe St makai Left-Through-Right	A	8	A	9	A	10	B	10

*Delay is expressed in seconds per vehicle

D. Summary of Year 2016 Operations with Project

1. Ala Moana Boulevard and South Street/Forrest Avenue

The with project operations are not significantly different from the without project operations. Therefore the project is not projected to have a significant impact on the Ala Moana Boulevard and South Street/Forrest Avenue intersection.

2. Ala Moana Boulevard and Keawe Street

Most movements are only slightly impacted by the project. The biggest impact is to the Keawe Street approaches which operate at LOS E and F in the without project scenario, and degrade to LOS F in the with project scenario.

3. South Street and Pohukaina Street

The impact to this intersection is not significant.

4. South Street and Auahi Street

The impact to this intersection is not significant.

5. Keawe Street and Auahi Street

The impact to this intersection is not significant.

V. CONCLUSION AND RECOMMENDATIONS

A. Conclusion

Based on available traffic data and current development layout and land use, it is anticipated that the additional traffic generated by the 600 Ala Moana development will not significantly impact the area's existing roadway network operations.

The roadway network surrounding the project site experienced heavier volumes prior to CompUSA shutting its doors in March, 2008. Traffic volumes on Ala Moana Boulevard in November 2007 reached a two-day average of 63,623 ADT compared with the 55,226 in the present. Although, some of the decrease should be considered a byproduct of the slow recovery to the Great Recession, a significant amount of the lost traffic volumes should be considered to have been generated by CompUSA, which was the top-grossing CompUSA in the nation (according to a 2008 Honolulu Advertiser article).

The Ala Moana Boulevard KKHD-bound left turn at South Street currently operates above capacity and is projected to operate over capacity without the project in the Year 2016. The 600 Ala Moana development is projected to add approximately 9 vph to the AM peak hour left turn and 5 vph to the PM peak hour left turn at this intersection. This represents less than 4% of the projected left-turn volumes in the AM and PM. This is not a significant increase above without Project volumes and is likely a decrease from CompUSA numbers.

B. Recommendations

Of the project's four driveways, two are at similar locations to existing driveways. Based on the operational analyses of the intersections, it is recommended that the project's South Street driveway be a right-in, right-out only driveway. This is consistent with the current striping at this access.

The new access on Auahi Street and the egress-only driveway on Keawe Street (where the existing loading dock is located) are the two new accesses. No new turning lanes are recommended for any of the side streets adjacent to any of the project's four driveways. Traffic volumes on Auahi Street and Keawe Street are low enough that left-turning vehicles are expected to find sufficient gaps in oncoming traffic to be able to make their turning maneuvers with minimal delay.

In summary, the impacts to the existing intersections are not significant enough to trigger modifications to the existing right-of-way or signal timing at any of the signalized intersections. The traffic volumes created by the proposed condominium and retail land use are projected to be lower than the pre-existing land use which was to be the top-grossing CompUSA in the nation.

Appendix A
Existing Traffic Data

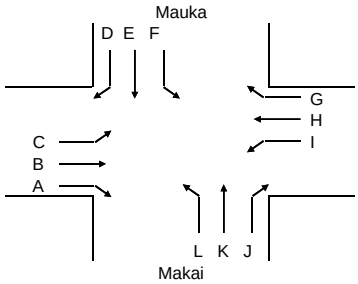
AM COUNT SHEET

Intersection: Ala Moana Blvd & South St

Date: 2/7/2013

By: Shenghong Li & David Miyasaki

Weather: Cloudy



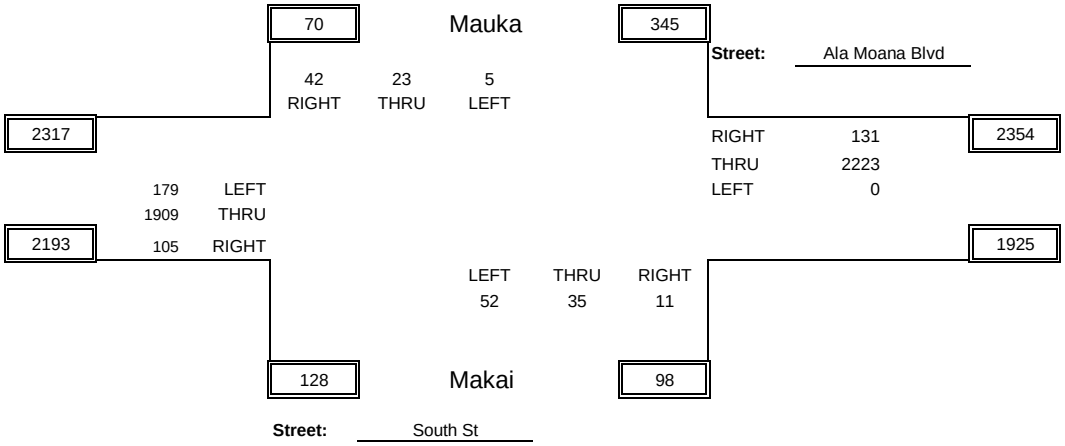
Street: Ala Moana Blvd

Street: South St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
6:30 AM - 6:45 AM	22	408	36	5	3	3	16	311	0	0	0	2	806	4052
6:45 AM - 7:00 AM	23	460	50	8	3	1	20	352	0	0	4	5	926	4480
7:00 AM - 7:15 AM	30	516	40	4	3	0	17	540	0	2	10	3	1165	4817
7:15 AM - 7:30 AM	29	519	48	6	6	1	17	509	0	3	8	9	1155	4715
7:30 AM - 7:45 AM	29	469	46	14	3	2	46	594	0	5	15	11	1234	4689
7:45 AM - 8:00 AM	26	492	42	16	7	0	43	612	0	1	10	14	1263	
8:00 AM - 8:15 AM	21	429	43	6	7	2	25	508	0	2	2	18	1063	
8:15 AM - 8:30 AM	53	492	37	9	6	2	24	492	0	2	5	7	1129	
Phf	0.905	0.920	0.932	0.656	0.821	0.625	0.712	0.908	#DIV/0!	0.550	0.583	0.722	Peak	Phf
7:15 AM - 8:15 AM	105	1909	179	42	23	5	131	2223	0	11	35	52	4715	0.933

Peak Hour

7:15 AM - 8:15 AM



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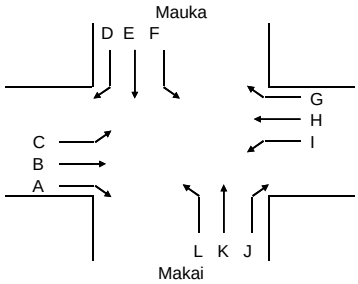
PM COUNT SHEET

Intersection: Ala Moana Blvd & South St

Date: 2/7/2013

By: Shenghong Li & David Miyasaki

Weather: Cloudy



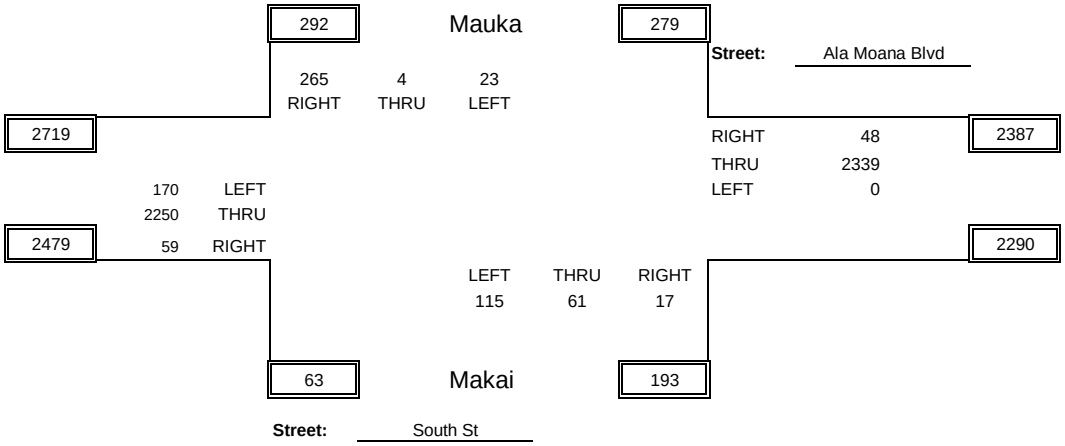
Street: Ala Moana Blvd

Street: South St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
3:30 PM - 3:45 PM	19	562	41	21	1	5	21	674	0	3	20	41	1408	5434
3:45 PM - 4:00 PM	12	577	43	32	4	6	74	509	0	5	11	41	1314	5357
4:00 PM - 4:15 PM	16	602	43	35	2	15	19	615	0	8	23	29	1407	5385
4:15 PM - 4:30 PM	18	568	54	29	0	5	16	552	0	3	19	41	1305	5351
4:30 PM - 4:45 PM	6	555	41	62	1	2	19	598	0	4	16	27	1331	5415
4:45 PM - 5:00 PM	16	515	39	94	1	12	3	624	0	3	15	20	1342	
5:00 PM - 5:15 PM	19	612	36	80	2	4	10	565	0	7	11	27	1373	
5:15 PM - 5:30 PM	21	573	35	45	4	3	18	623	0	4	16	27	1369	
Phf	0.776	0.919	0.787	0.705	0.500	0.479	0.632	0.937	#DIV/0!	0.607	0.803	0.701	Peak	Phf
4:15 PM - 5:15 PM	59	2250	170	265	4	23	48	2339	0	17	61	115	5351	0.974

Peak Hour

4:15 PM - 5:15 PM



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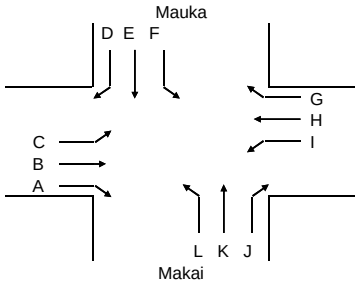
AM COUNT SHEET

Intersection: Ala Moana Blvd & Keawe St

Date: 2/12/2013

By: Shenghong Li & David Miyasaki

Weather: Cloudy



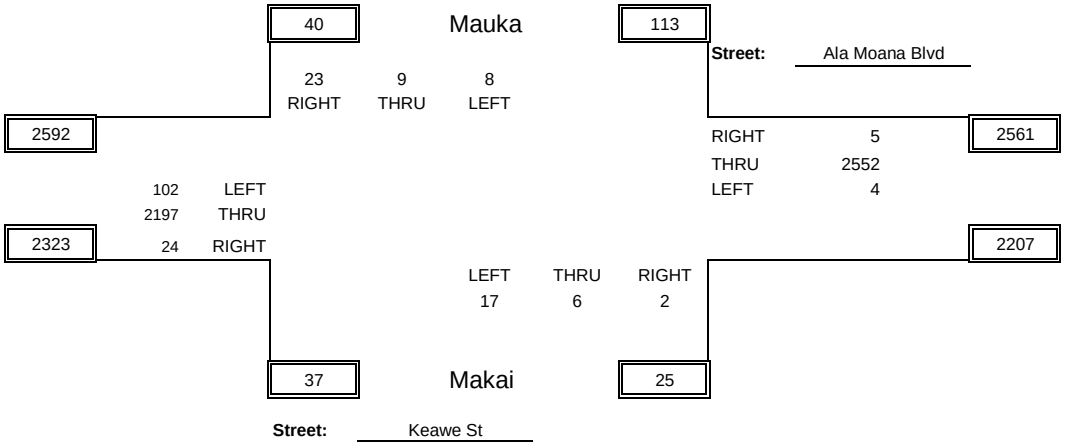
Street: Ala Moana Blvd

Street: Keawe St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
6:30 AM - 6:45 AM	13	407	22	2	2	0	2	325	1	0	0	4	778	4179
6:45 AM - 7:00 AM	7	488	9	1	1	1	5	539	2	0	0	4	1057	4544
7:00 AM - 7:15 AM	4	505	19	4	2	0	0	565	1	0	0	3	1103	4839
7:15 AM - 7:30 AM	2	532	23	2	3	4	2	664	1	1	1	6	1241	4949
7:30 AM - 7:45 AM	1	516	27	8	3	0	1	578	0	1	4	4	1143	4868
7:45 AM - 8:00 AM	11	586	20	5	1	1	2	722	2	0	0	2	1352	
8:00 AM - 8:15 AM	10	563	32	8	2	3	0	588	1	0	1	5	1213	
8:15 AM - 8:30 AM	9	554	25	0	0	0	4	560	3	0	2	3	1160	
Phf	0.545	0.937	0.797	0.719	0.750	0.500	0.625	0.884	0.500	0.500	0.375	0.708	Peak	Phf
7:15 AM - 8:15 AM	24	2197	102	23	9	8	5	2552	4	2	6	17	4949	0.915

Peak Hour

7:15 AM - 8:15 AM



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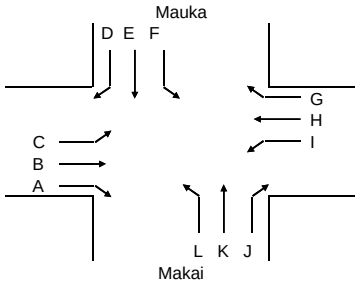
PM COUNT SHEET

Intersection: Ala Moana Blvd & Keawe St

Date: 2/12/2013

By: Shenghong Li & David Miyasaki

Weather: Cloudy



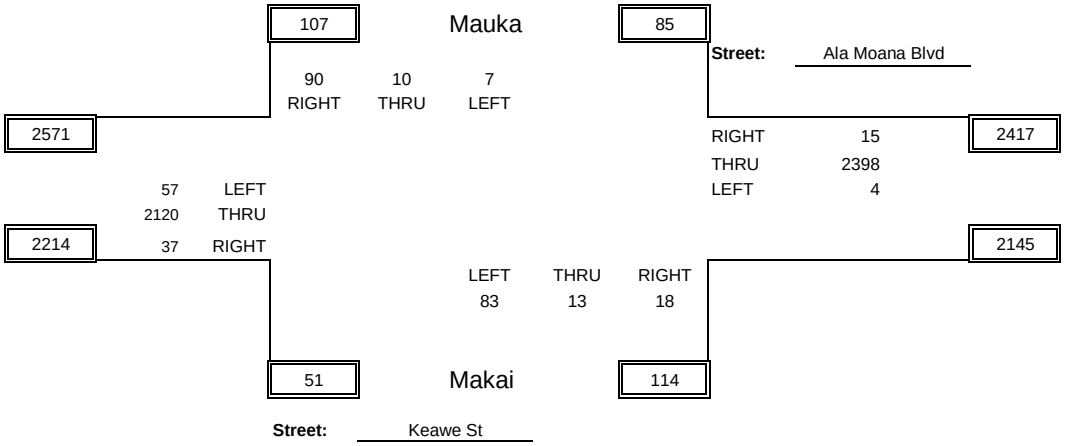
Street: Ala Moana Blvd

Street: Keawe St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
3:30 PM - 3:45 PM	7	509	14	8	3	1	2	620	1	3	2	7	1177	4763
3:45 PM - 4:00 PM	12	589	17	9	2	4	3	654	0	2	3	23	1318	4787
4:00 PM - 4:15 PM	8	447	9	26	1	2	5	522	2	4	3	20	1049	4709
4:15 PM - 4:30 PM	3	503	9	11	3	1	6	659	1	2	3	18	1219	4852
4:30 PM - 4:45 PM	9	511	14	31	1	0	4	584	1	8	3	35	1201	4719
4:45 PM - 5:00 PM	14	575	17	23	5	4	5	570	1	5	1	20	1240	
5:00 PM - 5:15 PM	11	531	17	25	1	2	0	585	1	3	6	10	1192	
5:15 PM - 5:30 PM	8	574	11	14	1	4	6	440	1	5	5	17	1086	
Phf	0.661	0.922	0.838	0.726	0.500	0.438	0.625	0.910	1.000	0.563	0.542	0.593	Peak	Phf
4:15 PM - 5:15 PM	37	2120	57	90	10	7	15	2398	4	18	13	83	4852	0.978

Peak Hour

4:15 PM - 5:15 PM



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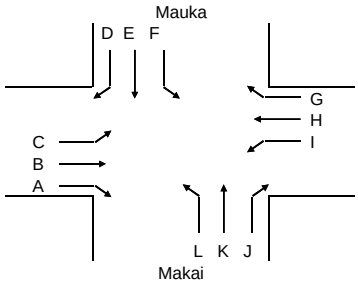
AM COUNT SHEET

Intersection: Keawe St & Auahi St

Date: 2/12/2013

By: Herbert Pulido

Weather: Cloudy



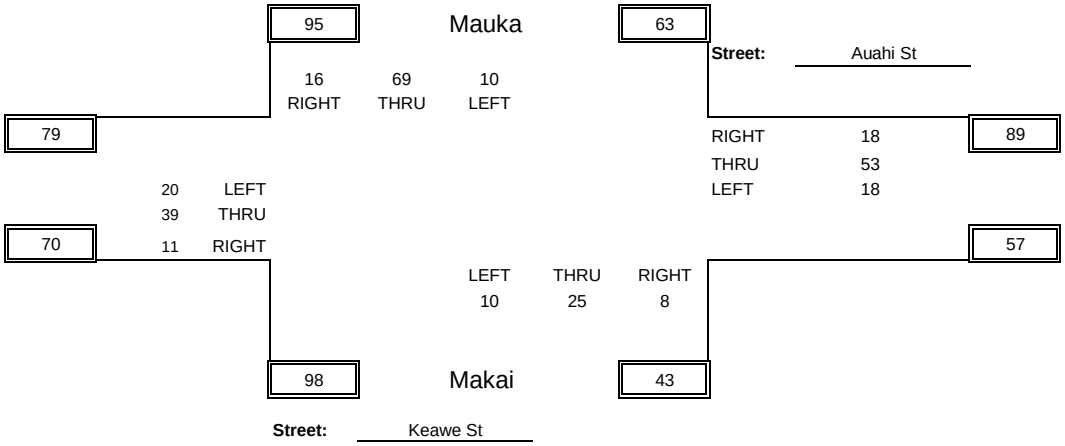
Street: Auahi St

Street: Keawe St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
6:30 AM - 6:45 AM	1	6	3	2	9	0	7	4	3	2	9	2	48	220
6:45 AM - 7:00 AM	3	1	4	4	10	1	5	3	0	2	9	0	42	252
7:00 AM - 7:15 AM	2	7	3	9	13	1	4	12	3	2	11	0	67	281
7:15 AM - 7:30 AM	1	10	6	5	15	0	5	12	3	1	4	1	63	297
7:30 AM - 7:45 AM	3	7	7	4	19	4	4	17	5	4	5	1	80	304
7:45 AM - 8:00 AM	4	8	2	6	16	2	6	8	7	0	8	4	71	
8:00 AM - 8:15 AM	3	14	5	1	19	4	3	16	3	3	8	4	83	
8:15 AM - 8:30 AM	4	6	1	6	13	3	6	9	7	4	8	3	70	
Phf	0.688	0.696	0.714	0.667	0.908	0.625	0.750	0.779	0.643	0.500	0.781	0.625	Peak	Phf
7:15 AM - 8:15 AM	11	39	20	16	69	10	18	53	18	8	25	10	297	0.895

Peak Hour

7:15 AM - 8:15 AM



PARSONS
BRINCKERHOFF

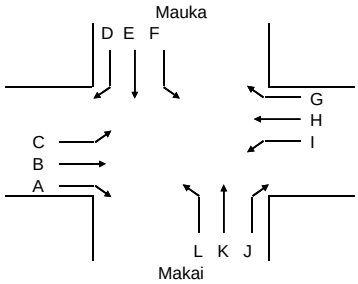
PM COUNT SHEET

Intersection: Keawe St & Auahi St

Date: 2/12/2013

By: Herbert Pulido

Weather: Cloudy



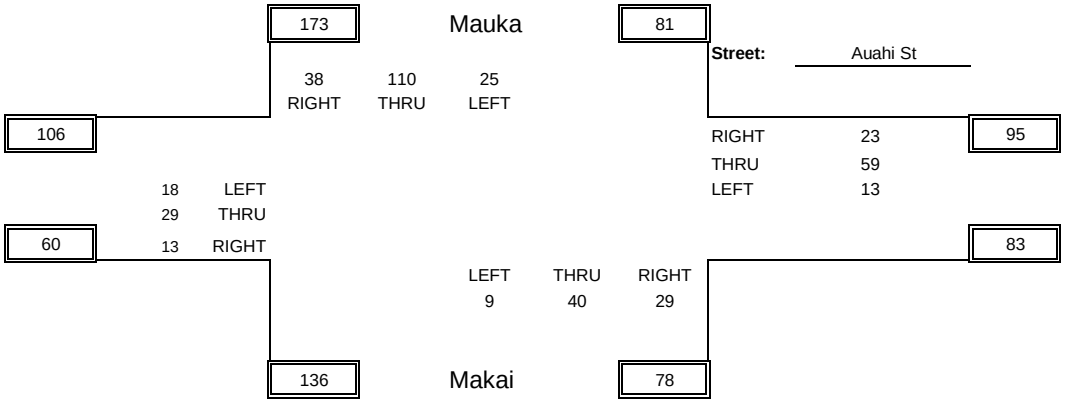
Street: Auahi St

Street: Keawe St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
3:30 PM - 3:45 PM	0	6	1	3	14	8	4	20	4	9	6	1	76	329
3:45 PM - 4:00 PM	1	6	2	6	15	7	4	16	4	9	11	5	86	356
4:00 PM - 4:15 PM	1	6	4	4	23	12	5	10	7	6	8	0	86	372
4:15 PM - 4:30 PM	4	3	0	11	19	9	7	13	1	3	10	1	81	406
4:30 PM - 4:45 PM	3	8	4	9	35	2	1	13	5	7	12	4	103	421
4:45 PM - 5:00 PM	3	7	7	7	34	5	9	12	3	7	7	1	102	
5:00 PM - 5:15 PM	3	11	7	11	22	9	6	21	4	12	11	3	120	
5:15 PM - 5:30 PM	2	12	6	6	19	7	6	18	4	5	7	4	96	
Phf	0.813	0.659	0.643	0.864	0.786	0.694	0.639	0.702	0.650	0.604	0.833	0.563	Peak	Phf
4:15 PM - 5:15 PM	13	29	18	38	110	25	23	59	13	29	40	9	406	0.846

Peak Hour

4:15 PM - 5:15 PM



Street: Keawe St

PARSONS
BRINCKERHOFF

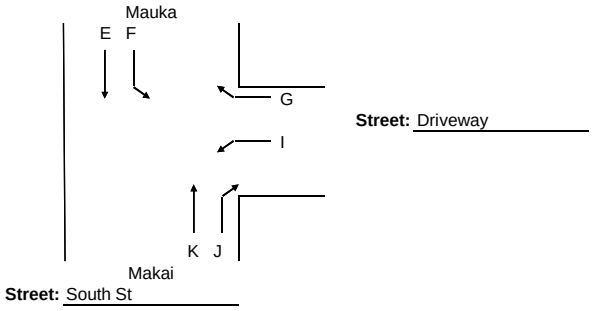
AM COUNT SHEET

Intersection: South St & One Waterfront Tower

Date: 2/7/2013

By: Paula Brooks

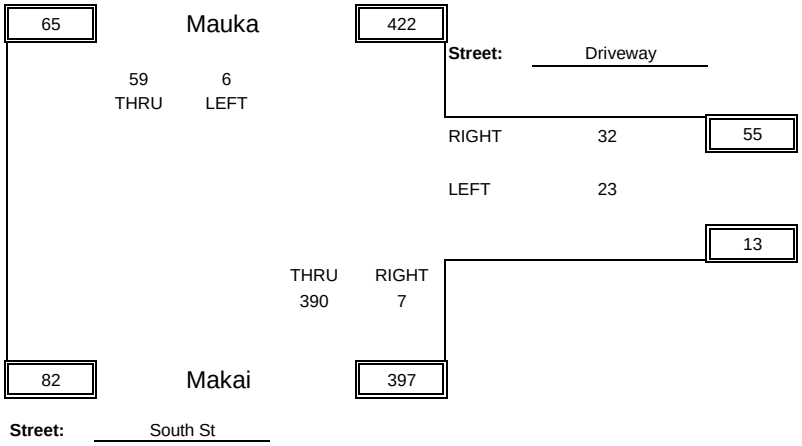
Weather: Cloudy



TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
6:30 AM - 6:45 AM	0	0	0	0	19	0	2	0	3	1	51	0	76	411
6:45 AM - 7:00 AM	0	0	0	0	15	1	8	0	4	2	77	0	107	468
7:00 AM - 7:15 AM	0	0	0	0	23	0	6	0	4	4	71	0	108	490
7:15 AM - 7:30 AM	0	0	0	0	18	1	12	0	4	2	83	0	120	517
7:30 AM - 7:45 AM	0	0	0	0	7	0	9	0	10	0	107	0	133	530
7:45 AM - 8:00 AM	0	0	0	0	12	3	6	0	6	4	98	0	129	
8:00 AM - 8:15 AM	0	0	0	0	22	2	5	0	3	1	102	0	135	
8:15 AM - 8:30 AM	0	0	0	0	22	2	8	0	3	1	97	0	133	
Phf	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.670	0.500	0.667	#DIV/0!	0.575	0.438	0.911	#DIV/0!	Peak	Phf
7:15 AM - 8:15 AM	0	0	0	0	59	6	32	0	23	7	390	0	517	0.957

Peak Hour

7:15 AM - 8:15 AM



PARSONS
BRINCKERHOFF

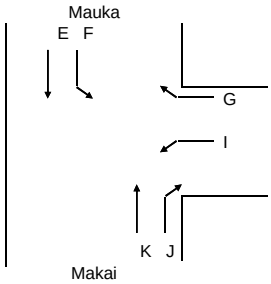
PM COUNT SHEET

Intersection: South St & One Waterfront Tower

Date: 2/7/2013

By: Paula Brooks

Weather: Cloudy



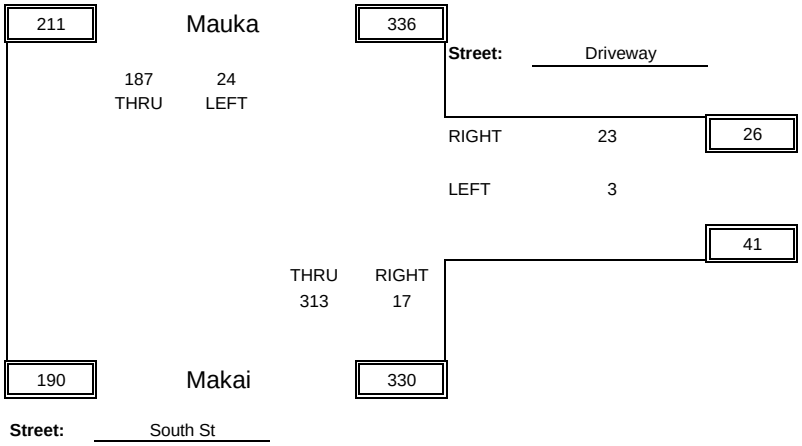
Street: Driveway

Street: South St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
3:30 PM - 3:45 PM	0	0	0	0	38	10	4	0	2	5	78	0	137	546
3:45 PM - 4:00 PM	0	0	0	0	41	2	6	0	1	4	81	0	135	564
4:00 PM - 4:15 PM	0	0	0	0	48	8	6	0	1	3	79	0	145	586
4:15 PM - 4:30 PM	0	0	0	0	37	3	2	0	1	6	80	0	129	567
4:30 PM - 4:45 PM	0	0	0	0	58	7	9	0	0	5	76	0	155	622
4:45 PM - 5:00 PM	0	0	0	0	43	6	9	0	1	1	97	0	157	
5:00 PM - 5:15 PM	0	0	0	0	49	8	3	0	1	5	60	0	126	
5:15 PM - 5:30 PM	0	0	0	0	52	7	9	0	4	7	105	0	184	
Phf	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.806	0.750	0.639	#DIV/0!	0.750	0.708	0.807	#DIV/0!	Peak	Phf
4:15 PM - 5:15 PM	0	0	0	0	187	24	23	0	3	17	313	0	567	0.903

Peak Hour

4:15 PM - 5:15 PM



PARSONS
BRINCKERHOFF

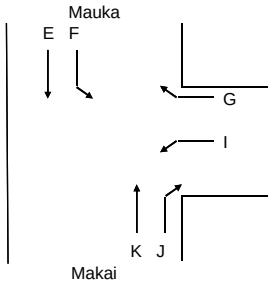
AM COUNT SHEET

Intersection: South St & Auahi St

Date: 2/12/2013

By: Paula Brooks

Weather: Cloudy



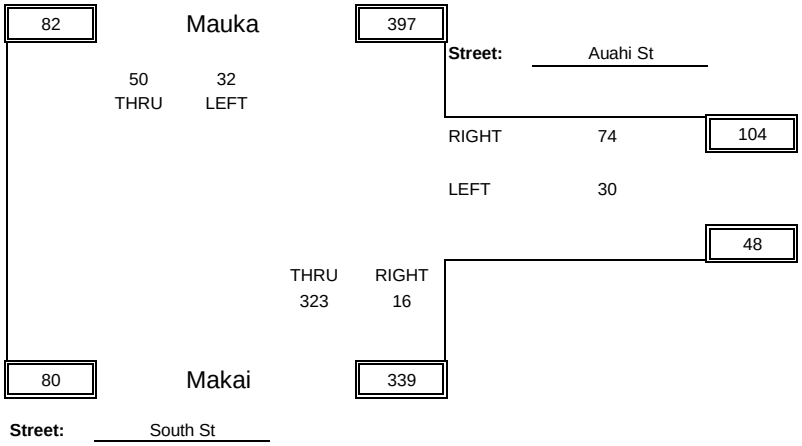
Street: Auahi St

Street: South St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
6:30 AM - 6:45 AM	0	0	0	0	14	8	8	0	3	6	44	0	83	416
6:45 AM - 7:00 AM	0	0	0	0	9	10	12	0	2	3	67	0	103	467
7:00 AM - 7:15 AM	0	0	0	0	15	12	16	0	2	2	59	0	106	495
7:15 AM - 7:30 AM	0	0	0	0	13	9	10	0	11	6	75	0	124	525
7:30 AM - 7:45 AM	0	0	0	0	11	6	22	0	7	3	85	0	134	536
7:45 AM - 8:00 AM	0	0	0	0	10	8	19	0	8	3	83	0	131	
8:00 AM - 8:15 AM	0	0	0	0	16	9	23	0	4	4	80	0	136	
8:15 AM - 8:30 AM	0	0	0	0	14	11	21	0	5	7	77	0	135	
Phf	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.781	0.889	0.804	#DIV/0!	0.682	0.667	0.950	#DIV/0!	Peak	Phf
7:15 AM - 8:15 AM	0	0	0	0	50	32	74	0	30	16	323	0	525	0.965

Peak Hour

7:15 AM - 8:15 AM



PARSONS
BRINCKERHOFF

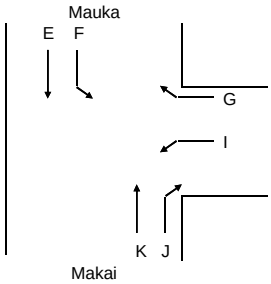
PM COUNT SHEET

Intersection: South St & Auahi St

Date: 2/12/2013

By: Paula Brooks

Weather: Cloudy



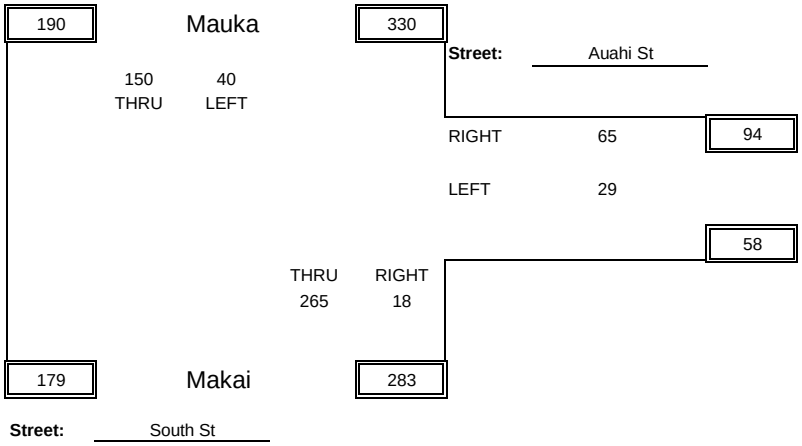
Street: Auahi St

Street: South St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
3:30 PM - 3:45 PM	0	0	0	0	30	10	18	0	12	2	65	0	137	556
3:45 PM - 4:00 PM	0	0	0	0	33	9	17	0	8	9	68	0	144	571
4:00 PM - 4:15 PM	0	0	0	0	41	8	17	0	6	4	65	0	141	584
4:15 PM - 4:30 PM	0	0	0	0	33	5	20	0	6	4	66	0	134	567
4:30 PM - 4:45 PM	0	0	0	0	48	10	12	0	8	5	69	0	152	613
4:45 PM - 5:00 PM	0	0	0	0	31	13	16	0	8	7	82	0	157	
5:00 PM - 5:15 PM	0	0	0	0	38	12	17	0	7	2	48	0	124	
5:15 PM - 5:30 PM	0	0	0	0	36	20	21	0	6	6	91	0	180	
Phf	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.781	0.769	0.813	#DIV/0!	0.906	0.643	0.808	#DIV/0!	Peak	Phf
4:15 PM - 5:15 PM	0	0	0	0	150	40	65	0	29	18	265	0	567	0.903

Peak Hour

4:15 PM - 5:15 PM



PARSONS
BRINCKERHOFF

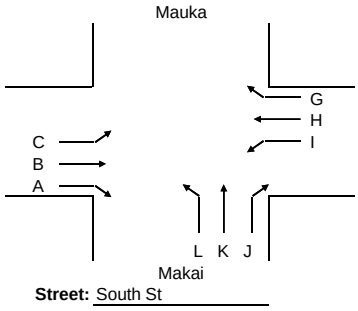
AM COUNT SHEET

Intersection: South St & Pohukaina St

Date: 2/7/2013

By: Herbert Pulido

Weather: Cloudy

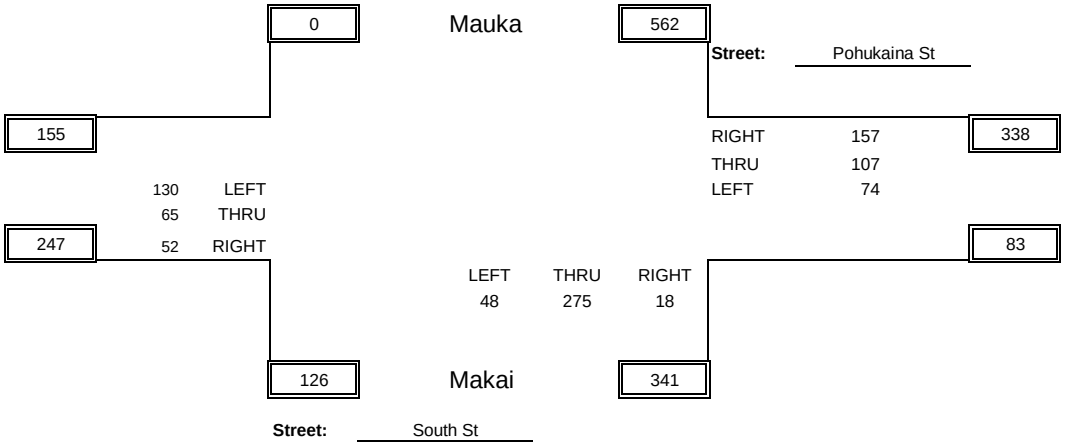


Street: Pohukaina St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
6:30 AM - 6:45 AM	12	10	38	0	0	0	9	9	3	3	46	1	131	639
6:45 AM - 7:00 AM	11	14	32	0	0	0	8	11	7	4	55	8	150	773
7:00 AM - 7:15 AM	7	15	24	0	0	0	24	14	7	0	72	9	172	885
7:15 AM - 7:30 AM	6	15	22	0	0	0	36	18	6	5	66	12	186	926
7:30 AM - 7:45 AM	13	27	22	0	0	0	43	36	18	3	83	20	265	946
7:45 AM - 8:00 AM	19	9	44	0	0	0	51	31	30	4	65	9	262	
8:00 AM - 8:15 AM	14	14	42	0	0	0	27	22	20	6	61	7	213	
8:15 AM - 8:30 AM	24	23	31	0	0	0	12	25	13	2	65	11	206	
Phf	0.684	0.602	0.739	#DIV/0!	#DIV/0!	#DIV/0!	0.770	0.743	0.617	0.750	0.828	0.600	Peak	Phf
7:15 AM - 8:15 AM	52	65	130	0	0	0	157	107	74	18	275	48	926	0.874

Peak Hour

7:15 AM - 8:15 AM



PARSONS
BRINCKERHOFF

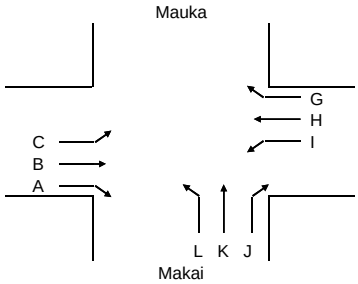
PM COUNT SHEET

Intersection: South St & Pohukaina St

Date: 2/7/2013

By: Herbert Pulido

Weather: Cloudy



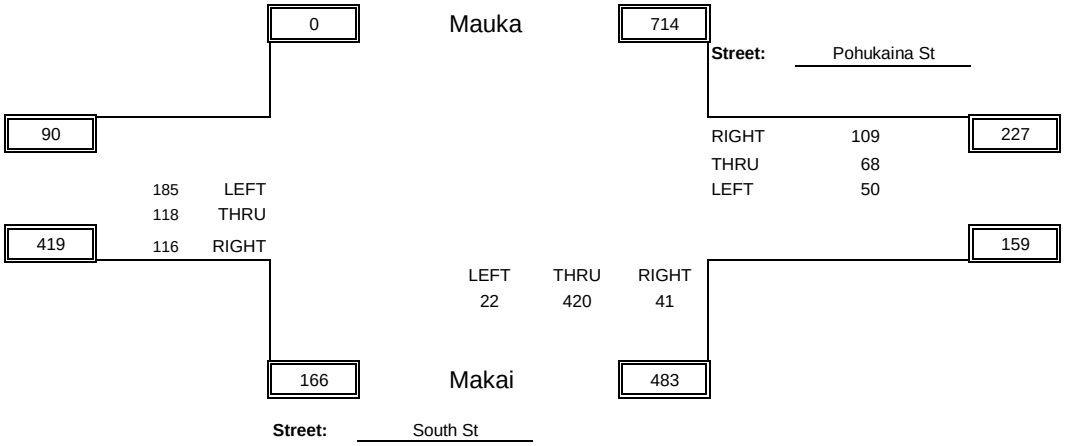
Street: Pohukaina St

Street: South St

TIME	A	B	C	D	E	F	G	H	I	J	K	L	Total Mvmt	Total Hour
3:30 PM - 3:45 PM	22	18	37	0	0	0	24	16	16	9	74	10	226	1018
3:45 PM - 4:00 PM	29	20	38	0	0	0	25	17	12	11	73	8	233	1104
4:00 PM - 4:15 PM	36	20	47	0	0	0	32	9	8	9	117	3	281	1143
4:15 PM - 4:30 PM	33	32	42	0	0	0	33	13	8	9	104	4	278	1129
4:30 PM - 4:45 PM	33	28	57	0	0	0	26	17	10	11	121	9	312	1111
4:45 PM - 5:00 PM	29	32	49	0	0	0	19	19	14	11	94	5	272	
5:00 PM - 5:15 PM	21	26	37	0	0	0	31	19	18	10	101	4	267	
5:15 PM - 5:30 PM	23	32	26	0	0	0	27	16	14	15	97	10	260	
Phf	0.879	0.922	0.811	#DIV/0!	#DIV/0!	#DIV/0!	0.826	0.895	0.694	0.932	0.868	0.611	Peak	Phf
4:15 PM - 5:15 PM	116	118	185	0	0	0	109	68	50	41	420	22	1129	0.905

Peak Hour

4:15 PM - 5:15 PM



Appendix B

Intersection Level of Service Definitions

The *Highway Capacity Manual* defines six Intersection Levels of Service (LOS), labeled A through F, from free flow to congested conditions.

Levels of Service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group.

LEVEL-OF-SERVICE A: Low control delay, up to 10 s/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LEVEL-OF-SERVICE B: Control delay greater than 10 and up to 20 s/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LEVEL-OF-SERVICE C: Control delay greater than 20 and up to 35 s/veh. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LEVEL-OF-SERVICE D: Control delay greater than 35 and up to 55 s/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL-OF-SERVICE E: Control delay greater than 55 and up to 80 s/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

LEVEL-OF-SERVICE F: Control delay in excess of 80 s/veh. This level, considered unacceptable to most drivers, often occurs with oversaturation, that is when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

For unsignalized intersections, the *Highway Capacity Manual* evaluates gaps in the major street traffic flow and calculates available gaps for left-turns across oncoming traffic and for the left and right-turns onto the major roadway from the minor street. Average control delay, based on these factors, is still used to define the levels of service.

LEVEL-OF-SERVICE A: Low control delay, up to 10 s/veh.

LEVEL-OF-SERVICE B: Control delay greater than 10 and up to 15 s/veh.

LEVEL-OF-SERVICE C: Control delay greater than 15 and up to 25 s/veh.

LEVEL-OF-SERVICE D: Control delay greater than 25 and up to 35 s/veh.

LEVEL-OF-SERVICE E: Control delay greater than 35 and up to 50 s/veh.

LEVEL-OF-SERVICE F: Control delay in excess of 50 s/veh.

Appendix C

Intersection Capacity Analysis Worksheets

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2223	131	179	1909	105	52	35	11	5	23	42
Number	1	6	16	5	2	12	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		0.98	1.00		0.97	1.00		1.00	0.93		1.00
Parking Bus Adj	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	0	1743	1743	1743	1743	1743	1827	1827	1827	1827	1827	1827
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Lane Assignment												
Cap, veh/h	0	2820	210	156	3456	190	123	296	291	80	264	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Ln Grp Delay, s/veh	0.0	29.5	35.7	220.9	10.2	11.3	70.9	55.2	0.0	55.7	0.0	0.0
Ln Grp LOS		C	D	F	B	B	E	E		E		
Approach Vol, veh/h		2628			2382			132			36	
Approach Delay, s/veh		31.7			27.5			63.8			55.7	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Case No		4.0		7.0	2.0	8.0		7.0
Phs Duration (G+Y+Rc), s		125.0		35.0	20.0	105.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (MAH), s		5.0		4.8	3.7	5.0		4.8
Max Green (Gmax), s		120.0		30.0	15.0	100.0		30.0
Max Q Clear (g_c+I1), s		35.1		32.0	17.0	75.6		29.2
Green Ext Time (g_e), s		81.0		0.0	0.0	24.0		0.0
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)		0.95		1.00	1.00	0.99		1.00

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		3
Mvmt Sat Flow, veh/h				283	1660	0		416

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4607		1405		4670		1579

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		254		1553		336		1553

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	3
Lane Assignment				L+T	L (Prot)			L+T
Lanes in Grp	0	0	0	1	1	0	0	1
Grp Vol (v), veh/h	0	0	0	36	192	0	0	72
Grp Sat Flow (s), veh/h/ln	0	0	0	1688	1660	0	0	416
Q Serve Time (g_s), s	0.0	0.0	0.0	23.2	15.0	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	30.0	15.0	0.0	0.0	27.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1274	0	0	0	1404
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	416
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	24.9	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	23.2	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	6.8	0.0	100.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.22	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	344	156	0	0	123
V/C Ratio (X)	0.00	0.00	0.00	0.10	1.23	0.00	0.00	0.59
Avail Cap (c_a), veh/h	0	0	0	344	156	0	0	123
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	55.6	72.5	0.0	0.0	63.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	148.4	0.0	0.0	7.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	55.7	220.9	0.0	0.0	70.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.2	6.5	0.0	0.0	2.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	6.4	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.2	12.9	0.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.53	1.54	0.00	0.00	0.28
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	9.1	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	0.3	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	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1425	0	0	0	1705	0	60
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	1579
Q Serve Time (g_s), s	0.0	32.6	0.0	0.0	0.0	69.7	0.0	5.1
Cycle Q Clear Time (g_c), s	0.0	32.6	0.0	0.0	0.0	69.7	0.0	5.1
Lane Grp Cap (c), veh/h	0	2379	0	0	0	1983	0	296
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.86	0.00	0.20
Avail Cap (c_a), veh/h	0	2379	0	0	0	1983	0	296
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	9.1	0.0	0.0	0.0	24.3	0.0	54.9
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	5.1	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.2	0.0	0.0	0.0	29.5	0.0	55.2
1st-Term Q (Q1), veh/ln	0.0	11.1	0.0	0.0	0.0	26.0	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.4	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.5	0.0	0.0	0.0	27.5	0.0	2.1

%ile Storage Ratio (RQ%)	0.00	0.61	0.00	0.00	0.00	1.94	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	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	765	0	0	0	923	0	0
Grp Sat Flow (s), veh/h/ln	0	1689	0	1553	0	1676	0	1553
Q Serve Time (g_s), s	0.0	33.1	0.0	0.0	0.0	73.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	33.1	0.0	0.0	0.0	73.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	1.00	0.00	0.20	0.00	1.00
Lane Grp Cap (c), veh/h	0	1267	0	291	0	1048	0	291
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap (c_a), veh/h	0	1267	0	291	0	1048	0	291
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	25.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	0.0	0.0	10.6	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	11.3	0.0	0.0	0.0	35.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.9	0.0	0.0	0.0	29.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	3.1	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	12.6	0.0	0.0	0.0	32.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.68	0.00	0.00	0.00	2.26	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 2010 Ctrl Delay		30.7						
HCM 2010 LOS		C						
Notes								

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2223	131	179	1909	105	52	35	11	5	23	42
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	0.93		1.00
Parking Bus Adj	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	0.0	174.3	174.3	174.3	174.3	174.3	182.7	182.7	182.7	182.7	182.7	182.7
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Cap, veh/h	0	2820	210	156	3456	190	123	296	291	80	264	291
Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	0	4670	336	1660	4607	254	416	1579	1553	283	1405	1553
Grp Volume(v), veh/h	0	1705	923	192	1425	765	72	60	0	36	0	0
Grp Sat Flow(s),veh/h/ln	0	1586	1676	1660	1586	1689	416	1579	1553	1688	0	1553
Q Serve(g_s), s	0.0	69.7	73.6	15.0	32.6	33.1	0.0	5.1	0.0	23.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	69.7	73.6	15.0	32.6	33.1	27.2	5.1	0.0	30.0	0.0	0.0
Prop In Lane	0.00		0.20	1.00		0.15	1.00		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	0	1983	1048	156	2379	1267	123	296	291	344	0	291
V/C Ratio(X)	0.00	0.86	0.88	1.23	0.60	0.60	0.59	0.20	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	0	1983	1048	156	2379	1267	123	296	291	344	0	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.3	25.1	72.5	9.1	9.1	63.9	54.9	0.0	55.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.1	10.6	148.4	1.1	2.1	7.0	0.3	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	27.5	32.1	12.9	11.5	12.6	3.2	2.1	0.0	1.2	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	29.5	35.7	220.9	10.2	11.3	70.9	55.2	0.0	55.7	0.0	0.0
Lane Grp LOS		C	D	F	B	B	E	E		E		
Approach Vol, veh/h		2628			2382			132			36	
Approach Delay, s/veh		31.7			27.5			63.8			55.7	
Approach LOS		C			C			E			E	

Timer												
Assigned Phs		6		5	2			8			4	
Phs Duration (G+Y+Rc), s		105.0		20.0	125.0			35.0			35.0	
Change Period (Y+Rc), s		5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s		100.0		15.0	120.0			30.0			30.0	
Max Q Clear Time (g_c+I1), s		75.6		17.0	35.1			29.2			32.0	
Green Ext Time (p_c), s		24.0		0.0	81.0			0.0			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

Approach	NB	SB	NE	SW
Crosswalk Length (ft)	87.3	96.6	52.4	45.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	80.0	80.0	80.0	80.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.64	3.66	2.25	2.18
Pedestrian Crosswalk LOS	D	D	B	B

Approach	NB	SB	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2628	2382	152	100
Effct. Green for Bike (s)	100.0	120.0	12.8	12.8
Cross Street Width (ft)	45.3	52.4	87.3	96.6
Through Lanes Number	3	3	2	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1250	1500	160	160
Bicycle Delay (s/bike)	11.2	5.0	67.7	67.7
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.70	3.67	3.02	3.20
Bicycle LOS	D	D	C	C

Intersection	
Intersection Delay, s/veh	3.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	30	74	323	16	32	50
Conflicting Peds, #/hr	0	25	0	19	19	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade, %	0%		0%			0%
Peak Hour Factor	0.68	0.80	0.95	0.67	0.89	0.78
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	44	92	340	24	36	64
Number of Lanes	1	1	2	0	0	2

Major/Minor			Major 1			Major 2
Conflicting Flow All	481	226	0	0	389	0
Stage 1	377	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Follow-up Headway	3.54	3.34	-	-	2.24	-
Pot Capacity-1 Maneuver	509	771	-	-	1152	-
Stage 1	657	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Time blocked-Platoon, %	0	0	-	-	0	-
Mov Capacity-1 Maneuver	474	743	-	-	1134	-
Mov Capacity-2 Maneuver	474	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.4	0	3
HCM LOS	B	-	-

Minor Lane / Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Cap, veh/h	-	-	474	743	1134	-
HCM Control Delay, s	-	-	13.4	10.5	8.279	0.1
HCM Lane V/C Ratio	-	-	0.09	0.12	0.03	-
HCM Lane LOS	-	-	B	B	A	A
HCM 95th-tile Q, veh	-	-	0.3	0.4	0.1	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	102	2197	24	4	2552	5	17	6	2	8	9	23
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		0.97	1.00		0.97	1.00		0.92	1.00		0.92
Parking Bus Adj	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	1743	1743	1743	1743	1743	1743	1900	1900	1900	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Lane Assignment												
Cap, veh/h	149	3504	66	44	3261	9	50	33	8	27	20	54
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.09	0.73	0.73	0.03	0.67	0.67	0.05	0.05	0.05	0.06	0.06	0.06
Ln Grp Delay, s/veh	97.0	11.5	12.2	74.0	25.5	29.0	73.7	0.0	0.0	74.7	0.0	0.0
Ln Grp LOS	F	B	B	E	C	C	E			E		
Approach Vol, veh/h		2509			2916			44			60	
Approach Delay, s/veh		16.1			26.9			73.7			74.7	
Approach LOS		B			C			E			E	

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	12.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	9.0	115.3	12.7	14.3	18.6	105.7		
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		
Max Allow Headway (MAH), s	3.7	4.9	5.2	5.4	3.7	4.9		
Max Green (Gmax), s	16.0	105.0	16.0	20.0	16.0	105.0		
Max Q Clear (g_c+I1), s	2.7	41.0	5.6	7.4	13.5	75.5		
Green Ext Time (g_e), s	0.0	62.9	0.1	0.2	0.1	25.2		
Prob of Phs Call (p_c)	1.00	1.00	0.88	0.94	1.00	1.00		
Prob of Max Out (p_x)	0.00	0.98	0.01	0.00	1.00	0.99		

Left-Turn Movement Data					
Assigned Mvmt	1		3	7	5
Mvmt Sat Flow, veh/h	1660		984	435	1660

Through Movement Data					
Assigned Mvmt		2	8	4	6
Mvmt Sat Flow, veh/h		4806	656	327	4899

Right-Turn Movement Data					
Assigned Mvmt		12	18	14	16
Mvmt Sat Flow, veh/h		90	164	871	14

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	8	0	44	60	128	0	0	0
Grp Sat Flow (s), veh/h/ln	1660	0	1804	1633	1660	0	0	0
Q Serve Time (g_s), s	0.7	0.0	3.6	5.4	11.5	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.7	0.0	3.6	5.4	11.5	0.0	0.0	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	0.55	0.27	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	44	0	92	101	149	0	0	0
V/C Ratio (X)	0.18	0.00	0.48	0.60	0.86	0.00	0.00	0.00
Avail Cap (c_a), veh/h	176	0	191	216	176	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	72.0	0.0	69.8	69.1	67.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	3.8	5.6	29.1	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	74.0	0.0	73.7	74.7	97.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	1.7	2.3	4.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.2	1.2	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	0.3	0.0	1.8	2.5	6.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.10	0.57	2.20	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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1540	0	0	0	1877	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	38.7	0.0	0.0	0.0	73.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	38.7	0.0	0.0	0.0	73.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	2313	0	0	0	2112	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.89	0.00	0.00
Avail Cap (c_a), veh/h	0	2313	0	0	0	2202	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	20.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	4.8	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	11.5	0.0	0.0	0.0	25.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.3	0.0	0.0	0.0	26.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.4	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	13.5	0.0	0.0	0.0	28.0	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	0.95	0.00	0.00	0.00	2.64	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		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	841	0	0	0	1031	0	0
Grp Sat Flow (s), veh/h/ln	0	1724	0	0	0	1740	0	0
Q Serve Time (g_s), s	0.0	39.0	0.0	0.0	0.0	73.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	39.0	0.0	0.0	0.0	73.5	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	0.05	0.09	0.53	0.00	0.01	0.00	0.00
Lane Grp Cap (c), veh/h	0	1257	0	0	0	1158	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.89	0.00	0.00
Avail Cap (c_a), veh/h	0	1257	0	0	0	1208	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	20.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	8.3	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	12.2	0.0	0.0	0.0	29.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.5	0.0	0.0	0.0	29.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	2.7	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	15.0	0.0	0.0	0.0	32.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.06	0.00	0.00	0.00	3.04	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 2010 Ctrl Delay		22.9						
HCM 2010 LOS		C						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	102	2197	24	4	2552	5	17	6	2	8	9	23
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.92	1.00		0.92
Parking Bus Adj	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	174.3	174.3	174.3	174.3	174.3	174.3	190.0	190.0	190.0	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Cap, veh/h	149	3504	66	44	3261	9	50	33	8	27	20	54
Arrive On Green	0.09	0.73	0.73	0.03	0.67	0.67	0.05	0.05	0.05	0.06	0.06	0.06
Sat Flow, veh/h	1660	4806	90	1660	4899	14	984	656	164	435	327	871
Grp Volume(v), veh/h	128	1540	841	8	1877	1031	44	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1660	1586	1724	1660	1586	1740	1804	0	0	1633	0	0
Q Serve(g_s), s	11.5	38.7	39.0	0.7	73.2	73.5	3.6	0.0	0.0	5.4	0.0	0.0
Cycle Q Clear(g_c), s	11.5	38.7	39.0	0.7	73.2	73.5	3.6	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	0.55		0.09	0.27		0.53
Lane Grp Cap(c), veh/h	149	2313	1257	44	2112	1158	92	0	0	101	0	0
V/C Ratio(X)	0.86	0.67	0.67	0.18	0.89	0.89	0.48	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	176	2313	1257	176	2202	1208	191	0	0	216	0	0
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	67.9	10.8	10.8	72.0	20.7	20.7	69.8	0.0	0.0	69.1	0.0	0.0
Incr Delay (d2), s/veh	29.1	0.7	1.4	2.0	4.8	8.3	3.8	0.0	0.0	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	6.1	13.5	15.0	0.3	28.0	32.2	1.8	0.0	0.0	2.5	0.0	0.0
Lane Grp Delay (d), s/veh	97.0	11.5	12.2	74.0	25.5	29.0	73.7	0.0	0.0	74.7	0.0	0.0
Lane Grp LOS	F	B	B	E	C	C	E			E		
Approach Vol, veh/h		2509			2916			44			60	
Approach Delay, s/veh		16.1			26.9			73.7			74.7	
Approach LOS		B			C			E			E	

Timer												
Assigned Phs	5	2		1	6			8			4	
Phs Duration (G+Y+Rc), s	18.6	115.3		9.0	105.7			12.7			14.3	
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s	16.0	105.0		16.0	105.0			16.0			20.0	
Max Q Clear Time (g_c+I1), s	13.5	41.0		2.7	75.5			5.6			7.4	
Green Ext Time (p_c), s	0.1	62.9		0.0	25.2			0.1			0.2	

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	85.9	102.3	32.5	28.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	88.5	88.5	88.5	88.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.77	3.73	1.81	1.87
Pedestrian Crosswalk LOS	D	D	A	A

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2509	2916	44	60
Effct. Green for Bike (s)	125.0	106.0	8.7	8.5
Cross Street Width (ft)	32.5	28.0	102.3	85.9
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1412	1198	98	96
Bicycle Delay (s/bike)	7.6	14.2	80.0	80.2
Bicycle Compliance	Good	Fair	Poor	Poor
Bicycle LOS Score	3.44	3.59	2.34	2.12
Bicycle LOS	C	D	B	B

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	20	39	11	18	53	18	10	25	8	10	69	16
Peak Hour Factor	0.71	0.70	0.69	0.64	0.78	0.75	0.62	0.78	0.50	0.62	0.91	0.67
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	28	56	16	28	68	24	16	32	16	16	76	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.2	8	8.2
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	23%	20%	29%	11%
Vol Thru, %	58%	60%	56%	73%
Vol Right, %	19%	20%	16%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	89	70	95
LT Vol	25	53	39	69
Through Vol	8	18	11	16
RT Vol	10	18	20	10
Lane Flow Rate	64	120	100	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.147	0.124	0.144
Departure Headway (Hd)	4.54	4.417	4.483	4.467
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	813	802	804
Service Time	2.561	2.437	2.502	2.485
HCM Lane V/C Ratio	0.081	0.148	0.125	0.144
HCM Control Delay	8	8.2	8.1	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.5	0.4	0.5

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	130	65	52	74	107	157	48	275	18	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		0.95	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827			
Lanes	0	2	0	0	1	1	0	2	0			
Lane Assignment												
Cap, veh/h	65	242	170	159	157	409	400	1743	132			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Prop Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64			
Ln Grp Delay, s/veh	856.5	0.0	36.6	172.3	0.0	38.0	8.7	0.0	8.6			
Ln Grp LOS	F		D	F		D	A		A			
Approach Vol, veh/h		360			468			435				
Approach Delay, s/veh		437.4			113.7			8.7				
Approach LOS		F			F			A				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Case No		12.0		8.0				7.0
Phs Duration (G+Y+Rc), s		75.0		35.0				35.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Allow Headway (MAH), s		5.2		4.9				4.9
Max Green (Gmax), s		70.0		30.0				30.0
Max Q Clear (g_c+I1), s		7.8		32.0				32.0
Green Ext Time (g_e), s		2.8		0.0				0.0
Prob of Phs Call (p_c)		1.00		1.00				1.00
Prob of Max Out (p_x)		0.00		1.00				1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7				3
Mvmt Sat Flow, veh/h		629		0				410

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		2739		887				575

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		207		624				1500

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	0	0	3
Lane Assignment		L+T		L+T				L+T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	228	0	176	0	0	0	264
Grp Sat Flow (s), veh/h/ln	0	1795	0	0	0	0	0	984
Q Serve Time (g_s), s	0.0	5.8	0.0	0.0	0.0	0.0	0.0	18.9

Cycle Q Clear Time (g_c), s	0.0	5.8	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1048	0	0	0	1193
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	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Prop LT Inside Lane (P_L)	0.00	0.35	0.00	1.00	0.00	0.00	0.00	0.45
Lane Grp Cap (c), veh/h	0	1143	0	65	0	0	0	316
V/C Ratio (X)	0.00	0.20	0.00	2.69	0.00	0.00	0.00	0.84
Avail Cap (c_a), veh/h	0	1143	0	65	0	0	0	316
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.3	0.0	55.0	0.0	0.0	0.0	150.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	801.5	0.0	0.0	0.0	22.3
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	8.7	0.0	856.5	0.0	0.0	0.0	172.3
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	14.6	0.0	0.0	0.0	2.0
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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	16.4	0.0	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.92	0.00	0.00	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	27.6	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	0.7	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%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	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	207	0	184	0	0	0	204
Grp Sat Flow (s), veh/h/ln	0	1780	0	1511	0	0	0	1500
Q Serve Time (g_s), s	0.0	5.3	0.0	11.1	0.0	0.0	0.0	12.6
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	11.1	0.0	0.0	0.0	12.6
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	0.12	0.00	0.41	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1132	0	412	0	0	0	409
V/C Ratio (X)	0.00	0.18	0.00	0.45	0.00	0.00	0.00	0.50
Avail Cap (c_a), veh/h	0	1132	0	412	0	0	0	409
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.2	0.0	33.1	0.0	0.0	0.0	33.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	3.5	0.0	0.0	0.0	4.3
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	8.6	0.0	36.6	0.0	0.0	0.0	38.0
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	4.1	0.0	0.0	0.0	4.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.0	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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	4.5	0.0	0.0	0.0	5.1
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.25	0.00	0.00	0.00	0.72
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 2010 Ctrl Delay	169.8
HCM 2010 LOS	F

Notes

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	130	65	52	74	107	157	48	275	18	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.95	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7			
Lanes	0	2	0	0	1	1	0	2	0			
Cap, veh/h	65	242	170	159	157	409	400	1743	132			
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64			
Sat Flow, veh/h	0	887	624	410	575	1500	629	2739	207			
Grp Volume(v), veh/h	176	0	184	264	0	204	228	0	207			
Grp Sat Flow(s),veh/h/ln	0	0	1511	984	0	1500	1795	0	1780			
Q Serve(g_s), s	0.0	0.0	11.1	18.9	0.0	12.6	5.8	0.0	5.3			
Cycle Q Clear(g_c), s	30.0	0.0	11.1	30.0	0.0	12.6	5.8	0.0	5.3			
Prop In Lane	1.00		0.41	0.45		1.00	0.35		0.12			
Lane Grp Cap(c), veh/h	65	0	412	316	0	409	1143	0	1132			
V/C Ratio(X)	2.69	0.00	0.45	0.84	0.00	0.50	0.20	0.00	0.18			
Avail Cap(c_a), veh/h	65	0	412	316	0	409	1143	0	1132			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	55.0	0.0	33.1	150.0	0.0	33.7	8.3	0.0	8.2			
Incr Delay (d2), s/veh	801.5	0.0	3.5	22.3	0.0	4.3	0.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	16.4	0.0	4.5	2.0	0.0	5.1	2.3	0.0	2.1			
Lane Grp Delay (d), s/veh	856.5	0.0	36.6	172.3	0.0	38.0	8.7	0.0	8.6			
Lane Grp LOS	F		D	F		D	A		A			
Approach Vol, veh/h		360			468			435				
Approach Delay, s/veh		437.4			113.7			8.7				
Approach LOS		F			F			A				

Timer			
Assigned Phs	4	8	2
Phs Duration (G+Y+Rc), s	35.0	35.0	75.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	30.0	70.0
Max Q Clear Time (g_c+I1), s	32.0	32.0	7.8
Green Ext Time (p_c), s	0.0	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	169.8
HCM 2010 LOS	F

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	36.5	48.2	47.9	50.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	55.0	55.0	55.0	55.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.18	2.32	2.33	2.35
Pedestrian Crosswalk LOS	B	B	B	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	360	468	435	0
Effct. Green for Bike (s)	30.0	30.0	70.0	0.0
Cross Street Width (ft)	47.9	50.0	48.2	36.5
Through Lanes Number	2	1	2	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	545	545	1273	0
Bicycle Delay (s/bike)	29.1	29.1	7.3	0.0
Bicycle Compliance	Fair	Fair	Good	
Bicycle LOS Score	2.59	3.10	2.66	0.00
Bicycle LOS	B	C	B	

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NELn1	NWLn1	SELn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	7	7	7
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	60	2081	66	36	2511	29	13	7	6	17	26	37
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1827	1900	1827	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Lane Assignment												
Cap, veh/h	187	3420	108	220	3499	41	181	48	103	144	70	103
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.07	0.07	0.07	0.07	0.07	0.07
Ln Grp Delay, s/veh	24.2	5.0	6.3	11.0	6.9	9.1	21.0	0.0	20.9	21.4	0.0	23.5
Ln Grp LOS	C	A	A	B	A	A	C		C	C		C
Approach Vol, veh/h		2399			2800			29			86	
Approach Delay, s/veh		6.0			7.7			20.9			22.3	
Approach LOS		A			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		7.0		6.0		7.0
Phs Duration (G+Y+Rc), s		39.0		8.1		39.0		8.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Allow Headway (MAH), s		4.9		4.7		4.9		4.7
Max Green (Gmax), s		34.0		16.0		34.0		16.0
Max Q Clear (g_c+I1), s		23.4		2.4		36.0		3.2
Green Ext Time (g_e), s		10.6		0.3		0.0		0.3
Prob of Phs Call (p_c)		1.00		0.78		1.00		0.78
Prob of Max Out (p_x)		1.00		0.00		1.00		0.00

Left-Turn Movement Data				
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		144		840		94		573

Through Movement Data				
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4849		722		4739		1060

Right-Turn Movement Data				
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		57		1553		150		1553

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T		L		L+T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	39	0	22	0	65	0	46
Grp Sat Flow (s), veh/h/ln	0	144	0	1562	0	94	0	1633
Q Serve Time (g_s), s	0.0	9.3	0.0	0.0	0.0	17.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	21.4	0.0	0.4	0.0	34.0	0.0	0.4
Perm LT Sat Flow (s_l), veh/h/ln	0	144	0	1354	0	94	0	1421
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	34.0	0.0	3.1	0.0	34.0	0.0	3.1
Perm LT Serve Time (g_u), s	0.0	21.9	0.0	2.7	0.0	17.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	0.0	9.3	0.0	0.0	0.0	17.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.3
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.64	0.00	1.00	0.00	0.39
Lane Grp Cap (c), veh/h	0	220	0	228	0	187	0	214
V/C Ratio (X)	0.00	0.18	0.00	0.10	0.00	0.35	0.00	0.21
Avail Cap (c_a), veh/h	0	1.91627E09	0	6402498912E22	0	5.03208E07	3158670	2859E24
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	9.2	0.0	20.8	0.0	19.1	0.0	20.9
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.2	0.0	5.1	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	21.0	0.0	24.2	0.0	21.4
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.2	0.0	0.7	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.1	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.2	0.0	0.9	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.01	0.00	0.25	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
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1783	0	0	0	1512	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	16.8	0.0	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.8	0.0	0.0	0.0	11.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	2290	0	0	0	2290	0	0
V/C Ratio (X)	0.00	0.78	0.00	0.00	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	2290	0	0	0	2290	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.2	0.0	0.0	0.0	3.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	0.0	0.0	0.0	5.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	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	3.6	0.0	0.0	0.0	2.4	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.22	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	978	0	7	0	822	0	40
Grp Sat Flow (s), veh/h/ln	0	1733	0	1553	0	1717	0	1553
Q Serve Time (g_s), s	0.0	17.0	0.0	0.2	0.0	12.1	0.0	1.2
Cycle Q Clear Time (g_c), s	0.0	17.0	0.0	0.2	0.0	12.1	0.0	1.2
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	0.03	0.00	1.00	0.00	0.09	0.00	1.00
Lane Grp Cap (c), veh/h	0	1251	0	103	0	1239	0	103
V/C Ratio (X)	0.00	0.78	0.00	0.07	0.00	0.66	0.00	0.39
Avail Cap (c_a), veh/h	0	1251	0	527	0	1239	0	527
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	4.2	0.0	20.6	0.0	3.5	0.0	21.1
Incr Delay (d2), s/veh	0.0	4.9	0.0	0.3	0.0	2.8	0.0	2.4
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	9.1	0.0	20.9	0.0	6.3	0.0	23.5
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	0.1	0.0	2.1	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.0	0.0	1.0	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	4.7	0.0	0.1	0.0	3.0	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.04	0.00	0.29	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 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Notes

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	60	2081	66	36	2511	29	13	7	6	17	26	37
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	174.3	174.3	174.3	174.3	174.3	174.3	182.7	190.0	182.7	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Cap, veh/h	148	2994	95	176	3064	36	109	40	283	93	100	283
Arrive On Green	0.63	0.63	0.63	0.63	0.63	0.63	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	94	4739	150	144	4849	57	0	220	1553	0	550	1553
Grp Volume(v), veh/h	65	1512	822	39	1783	978	22	0	7	46	0	40
Grp Sat Flow(s),veh/h/ln	94	1586	1717	144	1586	1733	220	0	1553	550	0	1553
Q Serve(g_s), s	8.3	18.0	18.2	14.1	25.4	25.7	0.0	0.0	0.2	0.0	0.0	1.2
Cycle Q Clear(g_c), s	34.0	18.0	18.2	32.3	25.4	25.7	9.8	0.0	0.2	9.8	0.0	1.2
Prop In Lane	1.00		0.09	1.00		0.03	0.64		1.00	0.39		1.00
Lane Grp Cap(c), veh/h	148	2004	1085	176	2004	1095	150	0	283	193	0	283
V/C Ratio(X)	0.44	0.75	0.76	0.22	0.89	0.89	0.15	0.00	0.02	0.24	0.00	0.14
Avail Cap(c_a), veh/h	148	2004	1085	176	2004	1095	150	0	462	193	0	462
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.0	7.0	7.0	18.4	8.3	8.4	18.9	0.0	18.1	18.9	0.0	18.5
Incr Delay (d2), s/veh	9.1	2.7	5.0	2.9	6.4	11.2	0.4	0.0	0.0	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.2	5.2	6.3	0.6	8.0	10.2	0.2	0.0	0.1	0.5	0.0	0.4
Lane Grp Delay (d), s/veh	35.1	9.7	12.0	21.3	14.7	19.6	19.3	0.0	18.1	19.5	0.0	18.7
Lane Grp LOS	D	A	B	C	B	B	B		B	B		B
Approach Vol, veh/h		2399			2800			29			86	
Approach Delay, s/veh		11.1			16.5			19.0			19.1	
Approach LOS		B			B			B			B	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		39.0			39.0			14.8			14.8	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		34.0			34.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		36.0			34.3			11.8			11.8	
Green Ext Time (p_c), s		0.0			0.0			0.1			0.1	

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	84.4	84.1	44.0	44.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.67	3.65	2.00	2.01
Pedestrian Crosswalk LOS	D	D	A	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2399	2800	29	86
Effct. Green for Bike (s)	44.3	44.3	6.8	6.8
Cross Street Width (ft)	44.0	44.1	84.1	84.4
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1477	1477	227	227
Bicycle Delay (s/bike)	2.1	2.1	23.6	23.6
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	3.55	3.77	2.04	2.14
Bicycle LOS	D	D	B	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2339	48	170	2250	59	115	61	17	23	4	265
Number	1	6	16	5	2	12	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		0.98	1.00		0.98	1.00		1.00	0.95		1.00
Parking Bus Adj	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	0	1743	1743	1743	1743	1743	1827	1827	1827	1827	1827	1827
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Lane Assignment												
Cap, veh/h	0	2964	90	156	3554	110	339	296	291	203	31	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Ln Grp Delay, s/veh	0.0	28.0	32.0	279.0	11.9	13.5	60.1	55.9	0.0	116.0	0.0	0.0
Ln Grp LOS		C	C	F	B	B	E	E		F		
Approach Vol, veh/h		2564			2737			240			56	
Approach Delay, s/veh		29.4			33.4			58.8			116.0	
Approach LOS		C			C			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Case No		4.0		7.0	2.0	8.0		7.0
Phs Duration (G+Y+Rc), s		125.0		35.0	20.0	105.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (MAH), s		4.9		4.8	3.7	4.9		4.8
Max Green (Gmax), s		120.0		30.0	15.0	100.0		30.0
Max Q Clear (g_c+I1), s		45.2		32.0	17.0	69.1		17.2
Green Ext Time (g_e), s		72.7		0.0	0.0	30.5		1.1
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)		0.97		1.00	1.00	0.99		0.03

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		3
Mvmt Sat Flow, veh/h				861	1660	0		1566

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4739		164		4900		1579

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		146		1553		144		1553

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	3
Lane Assignment				L+T	L (Prot)			L+T
Lanes in Grp	0	0	0	1	1	0	0	1
Grp Vol (v), veh/h	0	0	0	56	215	0	0	164
Grp Sat Flow (s), veh/h/ln	0	0	0	1025	1660	0	0	1566
Q Serve Time (g_s), s	0.0	0.0	0.0	23.4	15.0	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	30.0	15.0	0.0	0.0	15.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1275	0	0	0	1430
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1566
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	23.4	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	23.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.3	0.0	100.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.86	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	234	156	0	0	339
V/C Ratio (X)	0.00	0.00	0.00	0.24	1.38	0.00	0.00	0.48
Avail Cap (c_a), veh/h	0	0	0	234	156	0	0	339
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	115.4	72.5	0.0	0.0	59.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	206.5	0.0	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	116.0	279.0	0.0	0.0	60.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	8.9	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	15.4	0.0	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	1.84	0.00	0.00	0.55
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	14.8	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	0.3	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	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1632	0	0	0	1659	0	76
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	1579
Q Serve Time (g_s), s	0.0	42.4	0.0	0.0	0.0	65.8	0.0	6.6
Cycle Q Clear Time (g_c), s	0.0	42.4	0.0	0.0	0.0	65.8	0.0	6.6
Lane Grp Cap (c), veh/h	0	2379	0	0	0	1983	0	296
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.84	0.00	0.26
Avail Cap (c_a), veh/h	0	2379	0	0	0	1983	0	296
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	10.3	0.0	0.0	0.0	23.6	0.0	55.5
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	4.4	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.9	0.0	0.0	0.0	28.0	0.0	55.9
1st-Term Q (Q1), veh/ln	0.0	14.3	0.0	0.0	0.0	24.4	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	1.2	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	14.8	0.0	0.0	0.0	25.6	0.0	2.7

%ile Storage Ratio (RQ%)	0.00	0.79	0.00	0.00	0.00	1.81	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	890	0	0	0	905	0	0
Grp Sat Flow (s), veh/h/ln	0	1713	0	1553	0	1714	0	1553
Q Serve Time (g_s), s	0.0	43.2	0.0	0.0	0.0	67.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	43.2	0.0	0.0	0.0	67.1	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	0.09	0.00	1.00	0.00	0.08	0.00	1.00
Lane Grp Cap (c), veh/h	0	1285	0	291	0	1071	0	291
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.84	0.00	0.00
Avail Cap (c_a), veh/h	0	1285	0	291	0	1071	0	291
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	10.4	0.0	0.0	0.0	23.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.0	0.0	8.2	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	13.5	0.0	0.0	0.0	32.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.8	0.0	0.0	0.0	27.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.0	0.0	2.4	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	16.9	0.0	0.0	0.0	29.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.90	0.00	0.00	0.00	2.09	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 2010 Ctrl Delay		33.5						
HCM 2010 LOS		C						
Notes								

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2339	48	170	2250	59	115	61	17	23	4	265
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	0.95		1.00
Parking Bus Adj	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	0.0	174.3	174.3	174.3	174.3	174.3	182.7	182.7	182.7	182.7	182.7	182.7
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Cap, veh/h	0	2964	90	156	3554	110	339	296	291	203	31	291
Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	0	4900	144	1660	4739	146	1566	1579	1553	861	164	1553
Grp Volume(v), veh/h	0	1659	905	215	1632	890	164	76	0	56	0	0
Grp Sat Flow(s),veh/h/ln	0	1586	1714	1660	1586	1713	1566	1579	1553	1025	0	1553
Q Serve(g_s), s	0.0	65.8	67.1	15.0	42.4	43.2	0.0	6.6	0.0	23.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	65.8	67.1	15.0	42.4	43.2	15.2	6.6	0.0	30.0	0.0	0.0
Prop In Lane	0.00		0.08	1.00		0.09	1.00		1.00	0.86		1.00
Lane Grp Cap(c), veh/h	0	1983	1071	156	2379	1285	339	296	291	234	0	291
V/C Ratio(X)	0.00	0.84	0.84	1.38	0.69	0.69	0.48	0.26	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	0	1983	1071	156	2379	1285	339	296	291	234	0	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	23.6	23.8	72.5	10.3	10.4	59.0	55.5	0.0	115.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.4	8.2	206.5	1.6	3.1	1.1	0.5	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	25.6	29.6	15.4	14.8	16.9	6.3	2.7	0.0	0.0	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	28.0	32.0	279.0	11.9	13.5	60.1	55.9	0.0	116.0	0.0	0.0
Lane Grp LOS		C	C	F	B	B	E	E		F		
Approach Vol, veh/h		2564			2737			240			56	
Approach Delay, s/veh		29.4			33.4			58.8			116.0	
Approach LOS		C			C			E			F	

Timer								
Assigned Phs		6		5	2		8		4
Phs Duration (G+Y+Rc), s		105.0		20.0	125.0		35.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s		100.0		15.0	120.0		30.0		30.0
Max Q Clear Time (g_c+I1), s		69.1		17.0	45.2		17.2		32.0
Green Ext Time (p_c), s		30.5		0.0	72.7		1.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.5
HCM 2010 LOS	C

Notes

Approach	NB	SB	NE	SW
Crosswalk Length (ft)	87.3	96.6	52.4	45.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	80.0	80.0	80.0	80.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.73	3.83	2.26	2.28
Pedestrian Crosswalk LOS	D	D	B	B

Approach	NB	SB	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2564	2737	268	435
Effct. Green for Bike (s)	100.0	120.0	30.0	30.0
Cross Street Width (ft)	45.3	52.4	87.3	96.6
Through Lanes Number	3	3	2	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1250	1500	375	375
Bicycle Delay (s/bike)	11.2	5.0	52.8	52.8
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.66	3.87	3.12	3.76
Bicycle LOS	D	D	C	D

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	57	2120	37	4	2398	15	83	13	18	7	10	90
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		0.95	1.00		0.93	1.00		1.00	1.00		0.89
Parking Bus Adj	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	1743	1743	1743	1743	1743	1743	1900	1900	1900	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Lane Assignment												
Cap, veh/h	87	2955	72	39	2867	26	157	27	36	18	22	138
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.05	0.62	0.62	0.02	0.59	0.59	0.12	0.12	0.12	0.12	0.12	0.12
Ln Grp Delay, s/veh	93.4	25.9	27.8	82.4	38.4	43.8	101.1	0.0	0.0	102.9	0.0	0.0
Ln Grp LOS	F	C	C	F	D	D	F			F		
Approach Vol, veh/h		2428			2663			197			159	
Approach Delay, s/veh		28.4			40.4			101.1			102.9	
Approach LOS		C			D			F			F	

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	12.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	9.0	110.2	25.9	24.9	13.9	105.3		
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		
Max Allow Headway (MAH), s	3.7	4.9	5.2	5.6	3.7	4.9		
Max Green (Gmax), s	16.0	100.0	25.0	25.0	16.0	105.0		
Max Q Clear (g_c+I1), s	2.4	62.9	20.5	19.5	8.9	85.1		
Green Ext Time (g_e), s	0.0	36.5	0.4	0.4	0.1	15.2		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.00	0.98	1.00	1.00	0.01	0.99		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1660		1278	153	1660			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		4773	217	191		4860		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		116	290	1177		44		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	4	0	197	159	68	0	0	0
Grp Sat Flow (s), veh/h/ln	1660	0	1785	1522	1660	0	0	0
Q Serve Time (g_s), s	0.4	0.0	18.5	17.5	6.9	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.4	0.0	18.5	17.5	6.9	0.0	0.0	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	0.72	0.10	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	39	0	219	178	87	0	0	0
V/C Ratio (X)	0.10	0.00	0.90	0.89	0.78	0.00	0.00	0.00
Avail Cap (c_a), veh/h	156	0	262	224	156	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	81.2	0.0	73.5	74.0	79.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	27.6	28.9	13.8	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	82.4	0.0	101.1	102.9	93.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	8.6	7.0	3.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.7	1.4	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	10.3	8.4	3.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.57	1.95	1.19	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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1528	0	0	0	1717	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	60.2	0.0	0.0	0.0	82.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	60.2	0.0	0.0	0.0	82.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1964	0	0	0	1872	0	0
V/C Ratio (X)	0.00	0.78	0.00	0.00	0.00	0.92	0.00	0.00
Avail Cap (c_a), veh/h	0	1964	0	0	0	1959	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	23.8	0.0	0.0	0.0	31.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	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	25.9	0.0	0.0	0.0	38.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	22.9	0.0	0.0	0.0	31.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	1.9	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	23.5	0.0	0.0	0.0	33.6	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	1.66	0.00	0.00	0.00	3.17	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	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	832	0	0	0	942	0	0
Grp Sat Flow (s), veh/h/ln	0	1716	0	0	0	1731	0	0
Q Serve Time (g_s), s	0.0	60.9	0.0	0.0	0.0	83.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	60.9	0.0	0.0	0.0	83.1	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	0.07	0.16	0.77	0.00	0.03	0.00	0.00
Lane Grp Cap (c), veh/h	0	1062	0	0	0	1021	0	0
V/C Ratio (X)	0.00	0.78	0.00	0.00	0.00	0.92	0.00	0.00
Avail Cap (c_a), veh/h	0	1062	0	0	0	1069	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	23.9	0.0	0.0	0.0	31.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.0	0.0	12.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.8	0.0	0.0	0.0	43.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	24.9	0.0	0.0	0.0	34.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.0	0.0	3.5	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	26.1	0.0	0.0	0.0	38.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.84	0.00	0.00	0.00	3.62	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		39.1						
HCM 2010 LOS		D						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	57	2120	37	4	2398	15	83	13	18	7	10	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.93	1.00		1.00	1.00		0.89
Parking Bus Adj	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	174.3	174.3	174.3	174.3	174.3	174.3	190.0	190.0	190.0	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Cap, veh/h	87	2955	72	39	2867	26	157	27	36	18	22	138
Arrive On Green	0.05	0.62	0.62	0.02	0.59	0.59	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1660	4773	116	1660	4860	44	1278	217	290	153	191	1177
Grp Volume(v), veh/h	68	1528	832	4	1717	942	197	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1660	1586	1716	1660	1586	1731	1785	0	0	1522	0	0
Q Serve(g_s), s	6.9	60.2	60.9	0.4	82.3	83.1	18.5	0.0	0.0	17.5	0.0	0.0
Cycle Q Clear(g_c), s	6.9	60.2	60.9	0.4	82.3	83.1	18.5	0.0	0.0	17.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.03	0.72		0.16	0.10		0.77
Lane Grp Cap(c), veh/h	87	1964	1062	39	1872	1021	219	0	0	178	0	0
V/C Ratio(X)	0.78	0.78	0.78	0.10	0.92	0.92	0.90	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	156	1964	1062	156	1959	1069	262	0	0	224	0	0
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	79.6	23.8	23.9	81.2	31.2	31.3	73.5	0.0	0.0	74.0	0.0	0.0
Incr Delay (d2), s/veh	13.8	2.1	3.9	1.1	7.2	12.5	27.6	0.0	0.0	28.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.3	23.5	26.1	0.2	33.6	38.3	10.3	0.0	0.0	8.4	0.0	0.0
Lane Grp Delay (d), s/veh	93.4	25.9	27.8	82.4	38.4	43.8	101.1	0.0	0.0	102.9	0.0	0.0
Lane Grp LOS	F	C	C	F	D	D	F			F		
Approach Vol, veh/h		2428			2663			197			159	
Approach Delay, s/veh		28.4			40.4			101.1			102.9	
Approach LOS		C			D			F			F	

Timer												
Assigned Phs	5	2		1	6			8			4	
Phs Duration (G+Y+Rc), s	13.9	110.2		9.0	105.3			25.9			24.9	
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s	16.0	100.0		16.0	105.0			25.0			25.0	
Max Q Clear Time (g_c+I1), s	8.9	62.9		2.4	85.1			20.5			19.5	
Green Ext Time (p_c), s	0.1	36.5		0.0	15.2			0.4			0.4	

Intersection Summary	
HCM 2010 Ctrl Delay	39.1
HCM 2010 LOS	D

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	85.9	102.3	32.5	28.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	95.5	95.5	95.5	95.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.75	3.68	1.91	1.91
Pedestrian Crosswalk LOS	D	D	A	A

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2428	2663	197	159
Effct. Green for Bike (s)	120.5	105.6	21.3	14.9
Cross Street Width (ft)	32.5	28.0	102.3	85.9
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1262	1106	223	156
Bicycle Delay (s/bike)	13.0	19.1	75.4	81.2
Bicycle Compliance	Fair	Fair	Poor	Poor
Bicycle LOS Score	3.39	3.45	2.59	2.28
Bicycle LOS	C	C	B	B

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	18	29	13	13	59	23	9	40	29	25	110	38
Peak Hour Factor	0.64	0.66	0.81	0.65	0.70	0.64	0.56	0.83	0.60	0.69	0.79	0.86
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	28	44	16	20	84	36	16	48	48	36	139	44
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.8	8.4	9.3
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	12%	14%	30%	14%
Vol Thru, %	51%	62%	48%	64%
Vol Right, %	37%	24%	22%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	95	60	173
LT Vol	40	59	29	110
Through Vol	29	23	13	38
RT Vol	9	13	18	25
Lane Flow Rate	113	140	88	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.143	0.184	0.118	0.277
Departure Headway (Hd)	4.575	4.727	4.841	4.547
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	757	738	789
Service Time	2.617	2.77	2.888	2.583
HCM Lane V/C Ratio	0.145	0.185	0.119	0.279
HCM Control Delay	8.4	8.8	8.5	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.4	1.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	185	118	116	50	68	109	22	420	41	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		0.94	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827			
Lanes	0	2	0	0	1	1	0	2	0			
Lane Assignment												
Cap, veh/h	90	318	328	277	270	656	96	1341	128			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Prop Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44			
Ln Grp Delay, s/veh	761.6	0.0	17.2	47.3	0.0	14.6	16.5	0.0	16.1			
Ln Grp LOS	F		B	D		B	B		B			
Approach Vol, veh/h		488			279			563				
Approach Delay, s/veh		365.0			31.9			16.3				
Approach LOS		F			C			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Case No		12.0		8.0				7.0
Phs Duration (G+Y+Rc), s		40.0		40.0				40.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Allow Headway (MAH), s		5.2		5.1				5.1
Max Green (Gmax), s		35.0		35.0				35.0
Max Q Clear (g_c+I1), s		10.8		37.0				37.0
Green Ext Time (g_e), s		3.4		0.0				0.0
Prob of Phs Call (p_c)		1.00		1.00				1.00
Prob of Max Out (p_x)		0.01		1.00				1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7				3
Mvmt Sat Flow, veh/h		219		0				480

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		3065		728				617

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		293		750				1500

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	0	0	3
Lane Assignment		L+T		L+T				L+T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	298	0	228	0	0	0	148
Grp Sat Flow (s), veh/h/ln	0	1816	0	0	0	0	0	1096
Q Serve Time (g_s), s	0.0	8.8	0.0	0.0	0.0	0.0	0.0	25.4

Cycle Q Clear Time (g_c), s	0.0	8.8	0.0	35.0	0.0	0.0	0.0	35.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1194	0	0	0	1113
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	35.0	0.0	0.0	0.0	35.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Prop LT Inside Lane (P_L)	0.00	0.12	0.00	1.00	0.00	0.00	0.00	0.49
Lane Grp Cap (c), veh/h	0	794	0	90	0	0	0	547
V/C Ratio (X)	0.00	0.38	0.00	2.53	0.00	0.00	0.00	0.27
Avail Cap (c_a), veh/h	0	794	0	90	0	0	0	547
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.1	0.0	40.0	0.0	0.0	0.0	46.1
Incr Delay (d2), s/veh	0.0	1.4	0.0	721.6	0.0	0.0	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.5	0.0	761.6	0.0	0.0	0.0	47.3
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	1.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	18.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	19.8	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	1.11	0.00	0.00	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	34.5	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	0.6	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%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	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	265	0	260	0	0	0	131
Grp Sat Flow (s), veh/h/ln	0	1761	0	1478	0	0	0	1500
Q Serve Time (g_s), s	0.0	8.0	0.0	9.6	0.0	0.0	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	8.0	0.0	9.6	0.0	0.0	0.0	4.3
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	0.00	0.51	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	771	0	647	0	0	0	656
V/C Ratio (X)	0.00	0.34	0.00	0.40	0.00	0.00	0.00	0.20
Avail Cap (c_a), veh/h	0	771	0	647	0	0	0	656
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.9	0.0	15.4	0.0	0.0	0.0	13.9
Incr Delay (d2), s/veh	0.0	1.2	0.0	1.9	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.1	0.0	17.2	0.0	0.0	0.0	14.6
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	3.2	0.0	0.0	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.3	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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	3.5	0.0	0.0	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.20	0.00	0.00	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		147.5						
HCM 2010 LOS		F						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	185	118	116	50	68	109	22	420	41	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.94	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7			
Lanes	0	2	0	0	1	1	0	2	0			
Cap, veh/h	90	318	328	277	270	656	96	1341	128			
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44			
Sat Flow, veh/h	0	728	750	480	617	1500	219	3065	293			
Grp Volume(v), veh/h	228	0	260	148	0	131	298	0	265			
Grp Sat Flow(s),veh/h/ln	0	0	1478	1096	0	1500	1816	0	1761			
Q Serve(g_s), s	0.0	0.0	9.6	25.4	0.0	4.3	8.8	0.0	8.0			
Cycle Q Clear(g_c), s	35.0	0.0	9.6	35.0	0.0	4.3	8.8	0.0	8.0			
Prop In Lane	1.00		0.51	0.49		1.00	0.12		0.17			
Lane Grp Cap(c), veh/h	90	0	647	547	0	656	794	0	771			
V/C Ratio(X)	2.53	0.00	0.40	0.27	0.00	0.20	0.38	0.00	0.34			
Avail Cap(c_a), veh/h	90	0	647	547	0	656	794	0	771			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	0.0	15.4	46.1	0.0	13.9	15.1	0.0	14.9			
Incr Delay (d2), s/veh	721.6	0.0	1.9	1.2	0.0	0.7	1.4	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	19.8	0.0	3.5	0.2	0.0	1.5	3.9	0.0	3.3			
Lane Grp Delay (d), s/veh	761.6	0.0	17.2	47.3	0.0	14.6	16.5	0.0	16.1			
Lane Grp LOS	F		B	D		B	B		B			
Approach Vol, veh/h		488			279			563				
Approach Delay, s/veh		365.0			31.9			16.3				
Approach LOS		F			C			B				

Timer			
Assigned Phs	4	8	2
Phs Duration (G+Y+Rc), s	40.0	40.0	40.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	35.0	35.0	35.0
Max Q Clear Time (g_c+I1), s	37.0	37.0	10.8
Green Ext Time (p_c), s	0.0	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	147.5
HCM 2010 LOS	F

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	36.5	48.2	47.9	50.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.17	2.26	2.35	2.38
Pedestrian Crosswalk LOS	B	B	B	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	488	279	563	0
Effct. Green for Bike (s)	35.0	35.0	35.0	0.0
Cross Street Width (ft)	47.9	50.0	48.2	36.5
Through Lanes Number	2	1	2	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	875	875	875	0
Bicycle Delay (s/bike)	12.7	12.7	12.7	0.0
Bicycle Compliance	Fair	Fair	Fair	
Bicycle LOS Score	2.70	2.78	2.76	0.00
Bicycle LOS	B	C	C	

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NELn1	NWLn1	SELn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	7	7	7
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	23	2114	8	6	2267	20	67	28	22	30	13	83
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1827	1900	1827	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Lane Assignment												
Cap, veh/h	135	2773	11	147	2757	25	103	26	414	102	27	414
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Ln Grp Delay, s/veh	30.8	15.2	18.6	21.6	18.7	23.8	55.3	0.0	16.4	22.8	0.0	17.4
Ln Grp LOS	C	B	B	C	B	C	E		B	C		B
Approach Vol, veh/h		2332			2493			127			137	
Approach Delay, s/veh		16.6			20.5			48.0			19.2	
Approach LOS		B			C			D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		7.0		6.0		7.0
Phs Duration (G+Y+Rc), s		39.0		21.0		39.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Allow Headway (MAH), s		4.9		4.7		4.9		4.7
Max Green (Gmax), s		34.0		16.0		34.0		16.0
Max Q Clear (g_c+I1), s		28.8		18.0		36.0		18.0
Green Ext Time (g_e), s		5.2		0.0		0.0		0.0
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		1.00		1.00		1.00		1.00
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		148		0		124		0
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4865		98		4893		101
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		43		1553		19		1553
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T		L		L+T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	7	0	103	0	25	0	47
Grp Sat Flow (s), veh/h/ln	0	148	0	98	0	124	0	101
Q Serve Time (g_s), s	0.0	2.4	0.0	0.0	0.0	7.2	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	25.5	0.0	16.0	0.0	34.0	0.0	16.0
Perm LT Sat Flow (s_l), veh/h/ln	0	148	0	1311	0	124	0	1371
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	34.0	0.0	16.0	0.0	34.0	0.0	16.0
Perm LT Serve Time (g_u), s	0.0	11.0	0.0	0.0	0.0	7.2	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	2.4	0.0	0.0	0.0	7.2	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.8
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.71	0.00	1.00	0.00	0.70
Lane Grp Cap (c), veh/h	0	147	0	129	0	135	0	129
V/C Ratio (X)	0.00	0.05	0.00	0.80	0.00	0.19	0.00	0.36
Avail Cap (c_a), veh/h	0	147	0	129	0	135	0	129
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	21.0	0.0	26.1	0.0	27.8	0.0	21.1
Incr Delay (d2), s/veh	0.0	0.6	0.0	29.3	0.0	3.0	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.6	0.0	55.3	0.0	30.8	0.0	22.8
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.4	0.0	0.3	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.0	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	0.1	0.0	2.5	0.0	0.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.13	0.00	0.12	0.00	0.04
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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1606	0	0	0	1490	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	26.6	0.0	0.0	0.0	23.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.6	0.0	0.0	0.0	23.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1798	0	0	0	1798	0	0
V/C Ratio (X)	0.00	0.89	0.00	0.00	0.00	0.83	0.00	0.00
Avail Cap (c_a), veh/h	0	1798	0	0	0	1798	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	11.4	0.0	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.3	0.0	0.0	0.0	4.6	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	18.7	0.0	0.0	0.0	15.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.6	0.0	0.0	0.0	6.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.8	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	9.4	0.0	0.0	0.0	7.8	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	0.40	0.00	0.00	0.00	0.73	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	880	0	24	0	817	0	90
Grp Sat Flow (s), veh/h/ln	0	1735	0	1553	0	1740	0	1553
Q Serve Time (g_s), s	0.0	26.8	0.0	0.7	0.0	23.0	0.0	2.7
Cycle Q Clear Time (g_c), s	0.0	26.8	0.0	0.7	0.0	23.0	0.0	2.7
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	0.01	0.00	1.00
Lane Grp Cap (c), veh/h	0	983	0	414	0	986	0	414
V/C Ratio (X)	0.00	0.90	0.00	0.06	0.00	0.83	0.00	0.22
Avail Cap (c_a), veh/h	0	983	0	414	0	986	0	414
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	11.4	0.0	16.4	0.0	10.6	0.0	17.1
Incr Delay (d2), s/veh	0.0	12.4	0.0	0.1	0.0	8.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.8	0.0	16.4	0.0	18.6	0.0	17.4
1st-Term Q (Q1), veh/ln	0.0	8.3	0.0	0.2	0.0	7.3	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	3.4	0.0	0.0	0.0	2.2	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	11.7	0.0	0.2	0.0	9.5	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.00	0.12	0.00	0.89	0.00	0.33
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 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

Notes

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	23	2114	8	6	2267	20	67	28	22	30	13	83
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	174.3	174.3	174.3	174.3	174.3	174.3	182.7	190.0	182.7	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Cap, veh/h	135	2773	11	147	2757	25	103	26	414	102	27	414
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	124	4893	19	148	4865	43	0	98	1553	0	101	1553
Grp Volume(v), veh/h	25	1490	817	7	1606	880	103	0	24	47	0	90
Grp Sat Flow(s),veh/h/ln	124	1586	1740	148	1586	1735	98	0	1553	101	0	1553
Q Serve(g_s), s	7.2	23.0	23.0	2.4	26.6	26.8	0.0	0.0	0.7	0.0	0.0	2.7
Cycle Q Clear(g_c), s	34.0	23.0	23.0	25.5	26.6	26.8	16.0	0.0	0.7	16.0	0.0	2.7
Prop In Lane	1.00		0.01	1.00		0.02	0.71		1.00	0.70		1.00
Lane Grp Cap(c), veh/h	135	1798	986	147	1798	983	129	0	414	129	0	414
V/C Ratio(X)	0.19	0.83	0.83	0.05	0.89	0.90	0.80	0.00	0.06	0.36	0.00	0.22
Avail Cap(c_a), veh/h	135	1798	986	147	1798	983	129	0	414	129	0	414
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	10.6	10.6	21.0	11.4	11.4	26.1	0.0	16.4	21.1	0.0	17.1
Incr Delay (d2), s/veh	3.0	4.6	8.0	0.6	7.3	12.4	29.3	0.0	0.1	1.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	7.8	9.5	0.1	9.4	11.7	2.5	0.0	0.2	0.5	0.0	1.0
Lane Grp Delay (d), s/veh	30.8	15.2	18.6	21.6	18.7	23.8	55.3	0.0	16.4	22.8	0.0	17.4
Lane Grp LOS	C	B	B	C	B	C	E		B	C		B
Approach Vol, veh/h		2332			2493			127			137	
Approach Delay, s/veh		16.6			20.5			48.0			19.2	
Approach LOS		B			C			D			B	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		39.0			39.0			21.0			21.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		34.0			34.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		36.0			28.8			18.0			18.0	
Green Ext Time (p_c), s		0.0			5.2			0.0			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	84.4	84.1	44.0	44.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.62	3.60	1.99	2.02
Pedestrian Crosswalk LOS	D	D	A	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2332	2493	127	137
Effct. Green for Bike (s)	39.5	39.5	8.8	8.8
Cross Street Width (ft)	44.0	44.1	84.1	84.4
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1317	1317	293	293
Bicycle Delay (s/bike)	3.5	3.5	21.8	21.8
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	3.52	3.61	2.20	2.22
Bicycle LOS	D	D	B	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2290	135	184	1967	108	54	36	11	5	24	43
Number	1	6	16	5	2	12	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		0.98	1.00		0.97	1.00		1.00	0.93		1.00
Parking Bus Adj	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	0	1743	1743	1743	1743	1743	1827	1827	1827	1827	1827	1827
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Lane Assignment												
Cap, veh/h	0	2822	209	156	3455	191	121	296	291	79	266	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Ln Grp Delay, s/veh	0.0	31.3	39.1	235.6	10.5	11.7	74.1	55.3	0.0	55.7	0.0	0.0
Ln Grp LOS		C	D	F	B	B	E	E		E		
Approach Vol, veh/h		2706			2455			137			37	
Approach Delay, s/veh		34.1			29.0			65.6			55.7	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Case No		4.0		7.0	2.0	8.0		7.0
Phs Duration (G+Y+Rc), s		125.0		35.0	20.0	105.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (MAH), s		5.0		4.8	3.7	5.0		4.8
Max Green (Gmax), s		120.0		30.0	15.0	100.0		30.0
Max Q Clear (g_c+I1), s		37.1		32.0	17.0	81.0		31.5
Green Ext Time (g_e), s		80.0		0.0	0.0	18.8		0.0
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)		0.96		1.00	1.00	0.99		1.00

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		3
Mvmt Sat Flow, veh/h				273	1660	0		406

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4606		1419		4672		1579

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		255		1553		334		1553

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	3
Lane Assignment				L+T	L (Prot)			L+T
Lanes in Grp	0	0	0	1	1	0	0	1
Grp Vol (v), veh/h	0	0	0	37	198	0	0	75
Grp Sat Flow (s), veh/h/ln	0	0	0	1692	1660	0	0	406
Q Serve Time (g_s), s	0.0	0.0	0.0	22.9	15.0	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	30.0	15.0	0.0	0.0	29.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1272	0	0	0	1403
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	406
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	24.7	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	22.9	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	7.1	0.0	100.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.22	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	345	156	0	0	121
V/C Ratio (X)	0.00	0.00	0.00	0.11	1.27	0.00	0.00	0.62
Avail Cap (c_a), veh/h	0	0	0	345	156	0	0	121
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	55.5	72.5	0.0	0.0	64.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	163.1	0.0	0.0	9.3
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	0.0	0.0	55.7	235.6	0.0	0.0	74.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.3	6.5	0.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.3	13.5	0.0	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.55	1.61	0.00	0.00	0.30
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	10.6	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	0.0	0.3	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	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1468	0	0	0	1753	0	62
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	1579
Q Serve Time (g_s), s	0.0	34.5	0.0	0.0	0.0	74.1	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	34.5	0.0	0.0	0.0	74.1	0.0	5.3
Lane Grp Cap (c), veh/h	0	2379	0	0	0	1983	0	296
V/C Ratio (X)	0.00	0.62	0.00	0.00	0.00	0.88	0.00	0.21
Avail Cap (c_a), veh/h	0	2379	0	0	0	1983	0	296
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	9.3	0.0	0.0	0.0	25.1	0.0	55.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	6.2	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.5	0.0	0.0	0.0	31.3	0.0	55.3
1st-Term Q (Q1), veh/ln	0.0	11.6	0.0	0.0	0.0	27.5	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.7	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.0	0.0	0.0	0.0	29.2	0.0	2.2

%ile Storage Ratio (RQ%)	0.00	0.64	0.00	0.00	0.00	2.06	0.00	0.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	789	0	0	0	953	0	0
Grp Sat Flow (s), veh/h/ln	0	1689	0	1553	0	1676	0	1553
Q Serve Time (g_s), s	0.0	35.1	0.0	0.0	0.0	79.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	35.1	0.0	0.0	0.0	79.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	1.00	0.00	0.20	0.00	1.00
Lane Grp Cap (c), veh/h	0	1267	0	291	0	1048	0	291
V/C Ratio (X)	0.00	0.62	0.00	0.00	0.00	0.91	0.00	0.00
Avail Cap (c_a), veh/h	0	1267	0	291	0	1048	0	291
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	9.4	0.0	0.0	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.0	0.0	0.0	13.1	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	11.7	0.0	0.0	0.0	39.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.7	0.0	0.0	0.0	31.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	3.8	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	13.5	0.0	0.0	0.0	35.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.72	0.00	0.00	0.00	2.47	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
Intersection Summary								
HCM 2010 Ctrl Delay		32.7						
HCM 2010 LOS		C						
Notes								

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2290	135	184	1967	108	54	36	11	5	24	43
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	0.93		1.00
Parking Bus Adj	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	0.0	174.3	174.3	174.3	174.3	174.3	182.7	182.7	182.7	182.7	182.7	182.7
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Cap, veh/h	0	2822	209	156	3455	191	121	296	291	79	266	291
Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	0	4672	334	1660	4606	255	406	1579	1553	273	1419	1553
Grp Volume(v), veh/h	0	1753	953	198	1468	789	75	62	0	37	0	0
Grp Sat Flow(s),veh/h/ln	0	1586	1676	1660	1586	1689	406	1579	1553	1692	0	1553
Q Serve(g_s), s	0.0	74.1	79.0	15.0	34.5	35.1	0.0	5.3	0.0	22.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	74.1	79.0	15.0	34.5	35.1	29.5	5.3	0.0	30.0	0.0	0.0
Prop In Lane	0.00		0.20	1.00		0.15	1.00		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	0	1983	1048	156	2379	1267	121	296	291	345	0	291
V/C Ratio(X)	0.00	0.88	0.91	1.27	0.62	0.62	0.62	0.21	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	0	1983	1048	156	2379	1267	121	296	291	345	0	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	25.1	26.1	72.5	9.3	9.4	64.8	55.0	0.0	55.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.2	13.1	163.1	1.2	2.3	9.3	0.3	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	29.2	35.0	13.5	12.0	13.5	3.4	2.2	0.0	1.3	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	31.3	39.1	235.6	10.5	11.7	74.1	55.3	0.0	55.7	0.0	0.0
Lane Grp LOS		C	D	F	B	B	E	E		E		
Approach Vol, veh/h		2706			2455			137			37	
Approach Delay, s/veh		34.1			29.0			65.6			55.7	
Approach LOS		C			C			E			E	

Timer												
Assigned Phs		6		5	2			8			4	
Phs Duration (G+Y+Rc), s		105.0		20.0	125.0			35.0			35.0	
Change Period (Y+Rc), s		5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s		100.0		15.0	120.0			30.0			30.0	
Max Q Clear Time (g_c+I1), s		81.0		17.0	37.1			31.5			32.0	
Green Ext Time (p_c), s		18.8		0.0	80.0			0.0			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

Approach	NB	SB	NE	SW
Crosswalk Length (ft)	87.3	96.6	52.4	45.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	80.0	80.0	80.0	80.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.67	3.69	2.25	2.18
Pedestrian Crosswalk LOS	D	D	B	B

Approach	NB	SB	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2706	2455	157	102
Effct. Green for Bike (s)	100.0	120.0	13.1	13.1
Cross Street Width (ft)	45.3	52.4	87.3	96.6
Through Lanes Number	3	3	2	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1250	1500	164	164
Bicycle Delay (s/bike)	11.2	5.0	67.4	67.4
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.74	3.71	3.02	3.21
Bicycle LOS	D	D	C	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	105	2264	25	4	2629	5	18	6	2	8	9	24
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		0.97	1.00		0.97	1.00		0.92	1.00		0.92
Parking Bus Adj	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	1743	1743	1743	1743	1743	1743	1900	1900	1900	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Lane Assignment												
Cap, veh/h	152	3502	65	44	3250	9	51	33	8	27	20	55
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.09	0.73	0.73	0.03	0.66	0.66	0.05	0.05	0.05	0.06	0.06	0.06
Ln Grp Delay, s/veh	98.3	12.1	12.9	74.2	28.7	33.2	73.9	0.0	0.0	75.0	0.0	0.0
Ln Grp LOS	F	B	B	E	C	C	E			E		
Approach Vol, veh/h		2585			3004			45			61	
Approach Delay, s/veh		16.7			30.4			73.9			75.0	
Approach LOS		B			C			E			E	

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	12.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	9.0	115.5	12.8	14.4	18.9	105.6		
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		
Max Allow Headway (MAH), s	3.7	4.9	5.2	5.4	3.7	4.9		
Max Green (Gmax), s	16.0	105.0	16.0	20.0	16.0	105.0		
Max Q Clear (g_c+I1), s	2.7	43.7	5.7	7.5	13.8	82.0		
Green Ext Time (g_e), s	0.0	60.6	0.1	0.2	0.1	18.6		
Prob of Phs Call (p_c)	1.00	1.00	0.89	0.94	1.00	1.00		
Prob of Max Out (p_x)	0.00	0.99	0.01	0.00	1.00	1.00		

Left-Turn Movement Data					
Assigned Mvmt	1		3	7	5
Mvmt Sat Flow, veh/h	1660		1003	428	1660

Through Movement Data					
Assigned Mvmt		2	8	4	6
Mvmt Sat Flow, veh/h		4807	642	321	4900

Right-Turn Movement Data					
Assigned Mvmt		12	18	14	16
Mvmt Sat Flow, veh/h		89	160	882	13

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	8	0	45	61	131	0	0	0
Grp Sat Flow (s), veh/h/ln	1660	0	1805	1631	1660	0	0	0
Q Serve Time (g_s), s	0.7	0.0	3.7	5.5	11.8	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.7	0.0	3.7	5.5	11.8	0.0	0.0	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	0.56	0.26	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	44	0	93	101	152	0	0	0
V/C Ratio (X)	0.18	0.00	0.49	0.60	0.86	0.00	0.00	0.00
Avail Cap (c_a), veh/h	175	0	190	215	175	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	72.3	0.0	70.0	69.3	68.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	3.9	5.6	30.3	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	74.2	0.0	73.9	75.0	98.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	1.7	2.4	5.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.2	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	1.8	2.5	6.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.10	0.58	2.28	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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1587	0	0	0	1934	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	41.2	0.0	0.0	0.0	79.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	41.2	0.0	0.0	0.0	79.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2311	0	0	0	2105	0	0
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.92	0.00	0.00
Avail Cap (c_a), veh/h	0	2311	0	0	0	2196	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	11.2	0.0	0.0	0.0	22.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	6.7	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	12.1	0.0	0.0	0.0	28.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.5	0.0	0.0	0.0	29.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	1.9	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	14.8	0.0	0.0	0.0	31.5	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	1.05	0.00	0.00	0.00	2.97	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		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	867	0	0	0	1062	0	0
Grp Sat Flow (s), veh/h/ln	0	1724	0	0	0	1740	0	0
Q Serve Time (g_s), s	0.0	41.7	0.0	0.0	0.0	80.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	41.7	0.0	0.0	0.0	80.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.09	0.54	0.00	0.01	0.00	0.00
Lane Grp Cap (c), veh/h	0	1256	0	0	0	1154	0	0
V/C Ratio (X)	0.00	0.69	0.00	0.00	0.00	0.92	0.00	0.00
Avail Cap (c_a), veh/h	0	1256	0	0	0	1205	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	11.3	0.0	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	11.2	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	12.9	0.0	0.0	0.0	33.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.9	0.0	0.0	0.0	32.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	3.6	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	16.5	0.0	0.0	0.0	36.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.16	0.00	0.00	0.00	3.40	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 2010 Ctrl Delay		25.0						
HCM 2010 LOS		C						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	105	2264	25	4	2629	5	18	6	2	8	9	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.92	1.00		0.92
Parking Bus Adj	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	174.3	174.3	174.3	174.3	174.3	174.3	190.0	190.0	190.0	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Cap, veh/h	152	3502	65	44	3250	9	51	33	8	27	20	55
Arrive On Green	0.09	0.73	0.73	0.03	0.66	0.66	0.05	0.05	0.05	0.06	0.06	0.06
Sat Flow, veh/h	1660	4807	89	1660	4900	13	1003	642	160	428	321	882
Grp Volume(v), veh/h	131	1587	867	8	1934	1062	45	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	1660	1586	1724	1660	1586	1740	1805	0	0	1631	0	0
Q Serve(g_s), s	11.8	41.2	41.7	0.7	79.7	80.0	3.7	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	11.8	41.2	41.7	0.7	79.7	80.0	3.7	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	0.56		0.09	0.26		0.54
Lane Grp Cap(c), veh/h	152	2311	1256	44	2105	1154	93	0	0	101	0	0
V/C Ratio(X)	0.86	0.69	0.69	0.18	0.92	0.92	0.49	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	175	2311	1256	175	2196	1205	190	0	0	215	0	0
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	68.0	11.2	11.3	72.3	22.0	22.1	70.0	0.0	0.0	69.3	0.0	0.0
Incr Delay (d2), s/veh	30.3	0.9	1.6	2.0	6.7	11.2	3.9	0.0	0.0	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	6.4	14.8	16.5	0.3	31.5	36.0	1.8	0.0	0.0	2.5	0.0	0.0
Lane Grp Delay (d), s/veh	98.3	12.1	12.9	74.2	28.7	33.2	73.9	0.0	0.0	75.0	0.0	0.0
Lane Grp LOS	F	B	B	E	C	C	E			E		
Approach Vol, veh/h		2585			3004			45			61	
Approach Delay, s/veh		16.7			30.4			73.9			75.0	
Approach LOS		B			C			E			E	

Timer												
Assigned Phs	5	2		1	6			8			4	
Phs Duration (G+Y+Rc), s	18.9	115.5		9.0	105.6			12.8			14.4	
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s	16.0	105.0		16.0	105.0			16.0			20.0	
Max Q Clear Time (g_c+I1), s	13.8	43.7		2.7	82.0			5.7			7.5	
Green Ext Time (p_c), s	0.1	60.6		0.0	18.6			0.1			0.2	

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	85.9	102.3	32.5	28.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	88.5	88.5	88.5	88.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.81	3.77	1.81	1.87
Pedestrian Crosswalk LOS	D	D	A	A

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2585	3004	45	61
Effct. Green for Bike (s)	125.2	105.9	8.8	8.5
Cross Street Width (ft)	32.5	28.0	102.3	85.9
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1415	1197	99	96
Bicycle Delay (s/bike)	7.6	14.3	79.9	80.2
Bicycle Compliance	Good	Fair	Poor	Poor
Bicycle LOS Score	3.48	3.64	2.34	2.12
Bicycle LOS	C	D	B	B

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	21	40	11	19	55	19	10	26	8	10	71	16
Peak Hour Factor	0.71	0.70	0.69	0.64	0.78	0.75	0.62	0.78	0.50	0.62	0.91	0.67
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	30	57	16	30	71	25	16	33	16	16	78	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.3	8	8.3
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	23%	20%	29%	10%
Vol Thru, %	59%	59%	56%	73%
Vol Right, %	18%	20%	15%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	93	72	97
LT Vol	26	55	40	71
Through Vol	8	19	11	16
RT Vol	10	19	21	10
Lane Flow Rate	65	126	103	118
Geometry Grp	1	1	1	1
Degree of Util (X)	0.083	0.154	0.128	0.147
Departure Headway (Hd)	4.564	4.43	4.502	4.489
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	811	798	800
Service Time	2.587	2.449	2.523	2.51
HCM Lane V/C Ratio	0.083	0.155	0.129	0.147
HCM Control Delay	8	8.3	8.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.5	0.4	0.5

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	134	67	54	76	110	162	49	283	19	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		0.95	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827			
Lanes	0	2	0	0	1	1	0	2	0			
Lane Assignment												
Cap, veh/h	65	242	170	156	150	409	398	1743	133			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Prop Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64			
Ln Grp Delay, s/veh	890.3	0.0	37.0	182.7	0.0	38.4	8.8	0.0	8.6			
Ln Grp LOS	F		D	F		D	A		A			
Approach Vol, veh/h		372			482			448				
Approach Delay, s/veh		452.2			119.8			8.7				
Approach LOS		F			F			A				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Case No		12.0		8.0				7.0
Phs Duration (G+Y+Rc), s		75.0		35.0				35.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Allow Headway (MAH), s		5.2		4.9				4.9
Max Green (Gmax), s		70.0		30.0				30.0
Max Q Clear (g_c+I1), s		8.0		32.0				32.0
Green Ext Time (g_e), s		2.8		0.0				0.0
Prob of Phs Call (p_c)		1.00		1.00				1.00
Prob of Max Out (p_x)		0.00		1.00				1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7				3
Mvmt Sat Flow, veh/h		626		0				399

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		2740		886				548

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		209		625				1500

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	0	0	3
Lane Assignment		L+T		L+T				L+T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	235	0	181	0	0	0	272
Grp Sat Flow (s), veh/h/ln	0	1796	0	0	0	0	0	947
Q Serve Time (g_s), s	0.0	6.0	0.0	0.0	0.0	0.0	0.0	18.4

Cycle Q Clear Time (g_c), s	0.0	6.0	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1039	0	0	0	1186
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	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Prop LT Inside Lane (P_L)	0.00	0.35	0.00	1.00	0.00	0.00	0.00	0.45
Lane Grp Cap (c), veh/h	0	1143	0	65	0	0	0	306
V/C Ratio (X)	0.00	0.21	0.00	2.77	0.00	0.00	0.00	0.89
Avail Cap (c_a), veh/h	0	1143	0	65	0	0	0	306
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.4	0.0	55.0	0.0	0.0	0.0	153.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	835.3	0.0	0.0	0.0	29.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.8	0.0	890.3	0.0	0.0	0.0	182.7
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	15.2	0.0	0.0	0.0	2.5
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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	17.0	0.0	0.0	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.95	0.00	0.00	0.00	0.35
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	28.9	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	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%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	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	213	0	191	0	0	0	210
Grp Sat Flow (s), veh/h/ln	0	1779	0	1511	0	0	0	1500
Q Serve Time (g_s), s	0.0	5.4	0.0	11.6	0.0	0.0	0.0	13.0
Cycle Q Clear Time (g_c), s	0.0	5.4	0.0	11.6	0.0	0.0	0.0	13.0
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	0.12	0.00	0.41	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1132	0	412	0	0	0	409
V/C Ratio (X)	0.00	0.19	0.00	0.46	0.00	0.00	0.00	0.51
Avail Cap (c_a), veh/h	0	1132	0	412	0	0	0	409
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.3	0.0	33.3	0.0	0.0	0.0	33.8
Incr Delay (d2), s/veh	0.0	0.4	0.0	3.7	0.0	0.0	0.0	4.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.6	0.0	37.0	0.0	0.0	0.0	38.4
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	4.4	0.0	0.0	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.0	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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	4.8	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.27	0.00	0.00	0.00	0.74
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 2010 Ctrl Delay		176.6						
HCM 2010 LOS		F						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	134	67	54	76	110	162	49	283	19	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7			
Lanes	0	2	0	0	1	1	0	2	0			
Cap, veh/h	231	242	170	156	150	409	398	1743	133			
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64			
Sat Flow, veh/h	607	886	625	399	548	1500	626	2740	209			
Grp Volume(v), veh/h	181	0	191	272	0	210	235	0	213			
Grp Sat Flow(s),veh/h/ln	607	0	1511	947	0	1500	1796	0	1779			
Q Serve(g_s), s	18.4	0.0	11.6	0.0	0.0	13.0	6.0	0.0	5.4			
Cycle Q Clear(g_c), s	30.0	0.0	11.6	11.6	0.0	13.0	6.0	0.0	5.4			
Prop In Lane	1.00		0.41	0.45		1.00	0.35		0.12			
Lane Grp Cap(c), veh/h	231	0	412	306	0	409	1143	0	1132			
V/C Ratio(X)	0.78	0.00	0.46	0.89	0.00	0.51	0.21	0.00	0.19			
Avail Cap(c_a), veh/h	231	0	412	306	0	409	1143	0	1132			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.6	0.0	33.3	37.4	0.0	33.8	8.4	0.0	8.3			
Incr Delay (d2), s/veh	22.8	0.0	3.7	29.7	0.0	4.5	0.4	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	6.5	0.0	4.8	8.8	0.0	5.3	2.4	0.0	2.2			
Lane Grp Delay (d), s/veh	69.4	0.0	37.0	67.1	0.0	38.4	8.8	0.0	8.6			
Lane Grp LOS	E		D	E		D	A		A			
Approach Vol, veh/h		372			482			448				
Approach Delay, s/veh		52.8			54.6			8.7				
Approach LOS		D			D			A				

Timer			
Assigned Phs	4	8	2
Phs Duration (G+Y+Rc), s	35.0	35.0	75.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	30.0	70.0
Max Q Clear Time (g_c+I1), s	32.0	15.0	8.0
Green Ext Time (p_c), s	0.0	4.1	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	36.5	48.2	47.9	50.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	55.0	55.0	55.0	55.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.19	2.33	2.33	2.36
Pedestrian Crosswalk LOS	B	B	B	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	372	482	448	0
Effct. Green for Bike (s)	30.0	30.0	70.0	0.0
Cross Street Width (ft)	47.9	50.0	48.2	36.5
Through Lanes Number	2	1	2	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	545	545	1273	0
Bicycle Delay (s/bike)	29.1	29.1	7.3	0.0
Bicycle Compliance	Fair	Fair	Good	
Bicycle LOS Score	2.60	3.12	2.67	0.00
Bicycle LOS	B	C	B	

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NELn1	NWLn1	SELn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	7	7	7
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	62	2144	68	37	2587	30	13	7	6	18	27	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1827	1900	1827	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Lane Assignment												
Cap, veh/h	139	2935	93	165	3003	35	107	39	308	92	95	308
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Ln Grp Delay, s/veh	38.7	11.2	14.1	25.2	19.3	25.8	19.2	0.0	17.7	19.4	0.0	18.3
Ln Grp LOS	D	B	B	C	B	C	B		B	B		B
Approach Vol, veh/h		2471			2885			29			90	
Approach Delay, s/veh		12.9			21.6			18.8			18.9	
Approach LOS		B			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		7.0		6.0		7.0
Phs Duration (G+Y+Rc), s		39.0		15.9		39.0		15.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Allow Headway (MAH), s		4.9		4.7		4.9		4.7
Max Green (Gmax), s		34.0		16.0		34.0		16.0
Max Q Clear (g_c+I1), s		36.0		12.9		36.0		12.9
Green Ext Time (g_e), s		0.0		0.1		0.0		0.1
Prob of Phs Call (p_c)		1.00		0.84		1.00		0.84
Prob of Max Out (p_x)		1.00		1.00		1.00		1.00

Left-Turn Movement Data				
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		135		0		87		0

Through Movement Data				
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4849		199		4739		477

Right-Turn Movement Data				
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		57		1553		150		1553

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T		L		L+T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	40	0	22	0	67	0	49
Grp Sat Flow (s), veh/h/ln	0	135	0	199	0	87	0	477
Q Serve Time (g_s), s	0.0	13.6	0.0	0.0	0.0	4.9	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	34.0	0.0	10.9	0.0	34.0	0.0	10.9
Perm LT Sat Flow (s_l), veh/h/ln	0	135	0	1352	0	87	0	1421
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	34.0	0.0	10.9	0.0	34.0	0.0	10.9
Perm LT Serve Time (g_u), s	0.0	13.6	0.0	0.0	0.0	4.9	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	13.6	0.0	0.0	0.0	4.9	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	2.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.2
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.64	0.00	1.00	0.00	0.41
Lane Grp Cap (c), veh/h	0	165	0	147	0	139	0	187
V/C Ratio (X)	0.00	0.24	0.00	0.15	0.00	0.48	0.00	0.26
Avail Cap (c_a), veh/h	0	6.76519E15	0	1519798	7835E21	0	139	0	187
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	21.8	0.0	18.7	0.0	27.2	0.0	18.7
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.5	0.0	11.5	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.2	0.0	19.2	0.0	38.7	0.0	19.4
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.2	0.0	0.8	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	0.2	0.0	1.3	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.01	0.00	0.34	0.00	0.04
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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1837	0	0	0	1556	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	28.7	0.0	0.0	0.0	20.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.7	0.0	0.0	0.0	20.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1965	0	0	0	1965	0	0
V/C Ratio (X)	0.00	0.93	0.00	0.00	0.00	0.79	0.00	0.00
Avail Cap (c_a), veh/h	0	1965	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	9.4	0.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.8	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	19.3	0.0	0.0	0.0	11.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	0.0	0.0	5.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.7	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.8	0.0	0.0	0.0	5.9	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	0.42	0.00	0.00	0.00	0.56	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1008	0	7	0	848	0	41
Grp Sat Flow (s), veh/h/ln	0	1733	0	1553	0	1717	0	1553
Q Serve Time (g_s), s	0.0	29.1	0.0	0.2	0.0	20.4	0.0	1.2
Cycle Q Clear Time (g_c), s	0.0	29.1	0.0	0.2	0.0	20.4	0.0	1.2
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	0.03	0.00	1.00	0.00	0.09	0.00	1.00
Lane Grp Cap (c), veh/h	0	1073	0	308	0	1063	0	308
V/C Ratio (X)	0.00	0.94	0.00	0.02	0.00	0.80	0.00	0.13
Avail Cap (c_a), veh/h	0	1073	0	453	0	1063	0	453
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	9.5	0.0	17.7	0.0	7.9	0.0	18.1
Incr Delay (d2), s/veh	0.0	16.3	0.0	0.0	0.0	6.2	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	0.0	17.7	0.0	14.1	0.0	18.3
1st-Term Q (Q1), veh/ln	0.0	7.8	0.0	0.1	0.0	5.4	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	4.9	0.0	0.0	0.0	1.8	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	12.7	0.0	0.1	0.0	7.3	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.04	0.00	0.68	0.00	0.14
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 2010 Ctrl Delay		17.6						
HCM 2010 LOS		B						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	62	2144	68	37	2587	30	13	7	6	18	27	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	174.3	174.3	174.3	174.3	174.3	174.3	182.7	190.0	182.7	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Cap, veh/h	139	2935	93	165	3003	35	107	39	308	92	95	308
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	87	4739	150	135	4849	57	0	199	1553	0	477	1553
Grp Volume(v), veh/h	67	1556	848	40	1837	1008	22	0	7	49	0	41
Grp Sat Flow(s),veh/h/ln	87	1586	1717	135	1586	1733	199	0	1553	477	0	1553
Q Serve(g_s), s	4.9	20.1	20.4	13.6	28.7	29.1	0.0	0.0	0.2	0.0	0.0	1.2
Cycle Q Clear(g_c), s	34.0	20.1	20.4	34.0	28.7	29.1	10.9	0.0	0.2	10.9	0.0	1.2
Prop In Lane	1.00		0.09	1.00		0.03	0.64		1.00	0.41		1.00
Lane Grp Cap(c), veh/h	139	1965	1063	165	1965	1073	147	0	308	187	0	308
V/C Ratio(X)	0.48	0.79	0.80	0.24	0.93	0.94	0.15	0.00	0.02	0.26	0.00	0.13
Avail Cap(c_a), veh/h	139	1965	1063	165	1965	1073	147	0	453	187	0	453
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	7.8	7.9	21.8	9.4	9.5	18.7	0.0	17.7	18.7	0.0	18.1
Incr Delay (d2), s/veh	11.5	3.4	6.2	3.5	9.8	16.3	0.5	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.3	5.9	7.3	0.7	9.8	12.7	0.2	0.0	0.1	0.5	0.0	0.4
Lane Grp Delay (d), s/veh	38.7	11.2	14.1	25.2	19.3	25.8	19.2	0.0	17.7	19.4	0.0	18.3
Lane Grp LOS	D	B	B	C	B	C	B		B	B		B
Approach Vol, veh/h		2471			2885			29			90	
Approach Delay, s/veh		12.9			21.6			18.8			18.9	
Approach LOS		B			C			B			B	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		39.0			39.0			15.9			15.9	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		34.0			34.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		36.0			36.0			12.9			12.9	
Green Ext Time (p_c), s		0.0			0.0			0.1			0.1	

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	84.4	84.1	44.0	44.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.70	3.68	2.00	2.01
Pedestrian Crosswalk LOS	D	D	A	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2471	2885	29	90
Effct. Green for Bike (s)	44.1	44.1	6.8	7.0
Cross Street Width (ft)	44.0	44.1	84.1	84.4
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1470	1470	227	233
Bicycle Delay (s/bike)	2.1	2.1	23.6	23.4
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	3.59	3.82	2.04	2.14
Bicycle LOS	D	D	B	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2410	49	175	2318	61	118	63	18	24	4	273
Number	1	6	16	5	2	12	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		0.98	1.00		0.98	1.00		1.00	0.95		1.00
Parking Bus Adj	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	0	1743	1743	1743	1743	1743	1827	1827	1827	1827	1827	1827
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Lane Assignment												
Cap, veh/h	0	2965	90	156	3555	109	340	296	291	202	29	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Ln Grp Delay, s/veh	0.0	29.6	34.4	297.4	12.4	14.2	60.3	56.1	0.0	122.0	0.0	0.0
Ln Grp LOS		C	C	F	B	B	E	E		F		
Approach Vol, veh/h		2642			2820			248			58	
Approach Delay, s/veh		31.3			35.4			58.9			122.0	
Approach LOS		C			D			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Case No		4.0		7.0	2.0	8.0		7.0
Phs Duration (G+Y+Rc), s		125.0		35.0	20.0	105.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (MAH), s		4.9		4.8	3.7	4.9		4.8
Max Green (Gmax), s		120.0		30.0	15.0	100.0		30.0
Max Q Clear (g_c+I1), s		48.1		32.0	17.0	73.7		17.6
Green Ext Time (g_e), s		70.4		0.0	0.0	26.1		1.1
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)		0.98		1.00	1.00	0.99		0.04

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		3
Mvmt Sat Flow, veh/h				853	1660	0		1575

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4740		156		4900		1579

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		146		1553		143		1553

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	3
Lane Assignment				L+T	L (Prot)			L+T
Lanes in Grp	0	0	0	1	1	0	0	1
Grp Vol (v), veh/h	0	0	0	58	222	0	0	169
Grp Sat Flow (s), veh/h/ln	0	0	0	1009	1660	0	0	1575
Q Serve Time (g_s), s	0.0	0.0	0.0	23.2	15.0	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	30.0	15.0	0.0	0.0	15.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1273	0	0	0	1430
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1575
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	23.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	23.2	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.3	0.0	100.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.86	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	231	156	0	0	340
V/C Ratio (X)	0.00	0.00	0.00	0.25	1.43	0.00	0.00	0.50
Avail Cap (c_a), veh/h	0	0	0	231	156	0	0	340
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	121.4	72.5	0.0	0.0	59.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	224.9	0.0	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	122.0	297.4	0.0	0.0	60.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	9.7	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	16.2	0.0	0.0	6.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	1.93	0.00	0.00	0.56
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	16.6	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	0.0	0.4	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	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1681	0	0	0	1709	0	79
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	1579
Q Serve Time (g_s), s	0.0	45.1	0.0	0.0	0.0	70.0	0.0	6.8
Cycle Q Clear Time (g_c), s	0.0	45.1	0.0	0.0	0.0	70.0	0.0	6.8
Lane Grp Cap (c), veh/h	0	2379	0	0	0	1983	0	296
V/C Ratio (X)	0.00	0.71	0.00	0.00	0.00	0.86	0.00	0.27
Avail Cap (c_a), veh/h	0	2379	0	0	0	1983	0	296
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	10.6	0.0	0.0	0.0	24.4	0.0	55.6
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	5.2	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	0.0	0.0	29.6	0.0	56.1
1st-Term Q (Q1), veh/ln	0.0	15.2	0.0	0.0	0.0	26.1	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	1.4	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	15.8	0.0	0.0	0.0	27.5	0.0	2.8

%ile Storage Ratio (RQ%)	0.00	0.84	0.00	0.00	0.00	1.94	0.00	0.25
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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	917	0	0	0	933	0	0
Grp Sat Flow (s), veh/h/ln	0	1713	0	1553	0	1714	0	1553
Q Serve Time (g_s), s	0.0	46.1	0.0	0.0	0.0	71.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	46.1	0.0	0.0	0.0	71.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	1.00	0.00	0.08	0.00	1.00
Lane Grp Cap (c), veh/h	0	1285	0	291	0	1071	0	291
V/C Ratio (X)	0.00	0.71	0.00	0.00	0.00	0.87	0.00	0.00
Avail Cap (c_a), veh/h	0	1285	0	291	0	1071	0	291
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	24.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.4	0.0	0.0	0.0	9.7	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	14.2	0.0	0.0	0.0	34.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.8	0.0	0.0	0.0	28.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.0	0.0	2.9	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	18.0	0.0	0.0	0.0	31.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.96	0.00	0.00	0.00	2.23	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
Intersection Summary								
HCM 2010 Ctrl Delay		35.4						
HCM 2010 LOS		D						
Notes								

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2410	49	175	2318	61	118	63	18	24	4	273
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	0.95		1.00
Parking Bus Adj	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	0.0	174.3	174.3	174.3	174.3	174.3	182.7	182.7	182.7	182.7	182.7	182.7
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Cap, veh/h	0	2965	90	156	3555	109	340	296	291	202	29	291
Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	0	4900	143	1660	4740	146	1575	1579	1553	853	156	1553
Grp Volume(v), veh/h	0	1709	933	222	1681	917	169	79	0	58	0	0
Grp Sat Flow(s),veh/h/ln	0	1586	1714	1660	1586	1713	1575	1579	1553	1009	0	1553
Q Serve(g_s), s	0.0	70.0	71.7	15.0	45.1	46.1	0.0	6.8	0.0	23.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	70.0	71.7	15.0	45.1	46.1	15.6	6.8	0.0	30.0	0.0	0.0
Prop In Lane	0.00		0.08	1.00		0.09	1.00		1.00	0.86		1.00
Lane Grp Cap(c), veh/h	0	1983	1071	156	2379	1285	340	296	291	231	0	291
V/C Ratio(X)	0.00	0.86	0.87	1.43	0.71	0.71	0.50	0.27	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	0	1983	1071	156	2379	1285	340	296	291	231	0	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.4	24.7	72.5	10.6	10.8	59.2	55.6	0.0	121.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.2	9.7	224.9	1.8	3.4	1.1	0.5	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	27.5	31.7	16.2	15.8	18.0	6.4	2.8	0.0	0.0	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	29.6	34.4	297.4	12.4	14.2	60.3	56.1	0.0	122.0	0.0	0.0
Lane Grp LOS		C	C	F	B	B	E	E		F		
Approach Vol, veh/h		2642			2820			248			58	
Approach Delay, s/veh		31.3			35.4			58.9			122.0	
Approach LOS		C			D			E			F	

Timer												
Assigned Phs		6		5	2			8			4	
Phs Duration (G+Y+Rc), s		105.0		20.0	125.0			35.0			35.0	
Change Period (Y+Rc), s		5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s		100.0		15.0	120.0			30.0			30.0	
Max Q Clear Time (g_c+I1), s		73.7		17.0	48.1			17.6			32.0	
Green Ext Time (p_c), s		26.1		0.0	70.4			1.1			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	35.4
HCM 2010 LOS	D

Notes

Approach	NB	SB	NE	SW
Crosswalk Length (ft)	87.3	96.6	52.4	45.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	80.0	80.0	80.0	80.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.76	3.87	2.27	2.29
Pedestrian Crosswalk LOS	D	D	B	B

Approach	NB	SB	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2642	2820	278	448
Effct. Green for Bike (s)	100.0	120.0	30.0	30.0
Cross Street Width (ft)	45.3	52.4	87.3	96.6
Through Lanes Number	3	3	2	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1250	1500	375	375
Bicycle Delay (s/bike)	11.2	5.0	52.8	52.8
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.71	3.91	3.12	3.78
Bicycle LOS	D	D	C	D

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	59	2184	38	4	2471	15	86	13	19	7	10	93
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		0.95	1.00		0.93	1.00		1.00	1.00		0.90
Parking Bus Adj	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	1743	1743	1743	1743	1743	1743	1900	1900	1900	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Lane Assignment												
Cap, veh/h	89	2932	71	39	2840	25	161	27	38	18	22	141
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.05	0.61	0.61	0.02	0.58	0.58	0.13	0.13	0.13	0.12	0.12	0.12
Ln Grp Delay, s/veh	94.2	27.9	30.5	83.2	44.8	52.0	103.6	0.0	0.0	105.1	0.0	0.0
Ln Grp LOS	F	C	C	F	D	D	F			F		
Approach Vol, veh/h		2502			2743			204			163	
Approach Delay, s/veh		30.7			47.4			103.6			105.1	
Approach LOS		C			D			F			F	

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	12.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	9.0	110.5	26.7	25.5	14.2	105.2		
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		
Max Allow Headway (MAH), s	3.7	4.9	5.2	5.6	3.7	4.9		
Max Green (Gmax), s	16.0	100.0	25.0	25.0	16.0	105.0		
Max Q Clear (g_c+I1), s	2.4	68.1	21.4	20.1	9.1	93.0		
Green Ext Time (g_e), s	0.0	31.5	0.3	0.3	0.1	7.3		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.00	0.99	1.00	1.00	0.02	1.00		

Left-Turn Movement Data					
Assigned Mvmt	1		3	7	5
Mvmt Sat Flow, veh/h	1660		1277	149	1660

Through Movement Data					
Assigned Mvmt		2	8	4	6
Mvmt Sat Flow, veh/h		4772	210	187	4861

Right-Turn Movement Data					
Assigned Mvmt		12	18	14	16
Mvmt Sat Flow, veh/h		116	297	1186	43

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	4	0	204	163	70	0	0	0
Grp Sat Flow (s), veh/h/ln	1660	0	1784	1523	1660	0	0	0
Q Serve Time (g_s), s	0.4	0.0	19.4	18.1	7.1	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.4	0.0	19.4	18.1	7.1	0.0	0.0	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	0.72	0.10	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	39	0	225	182	89	0	0	0
V/C Ratio (X)	0.10	0.00	0.90	0.90	0.79	0.00	0.00	0.00
Avail Cap (c_a), veh/h	155	0	260	222	155	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	82.1	0.0	73.9	74.5	80.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	29.7	30.5	14.0	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	83.2	0.0	103.6	105.1	94.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	9.0	7.2	3.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.9	1.5	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	10.9	8.8	3.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.60	2.04	1.24	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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1575	0	0	0	1769	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	65.2	0.0	0.0	0.0	89.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	65.2	0.0	0.0	0.0	89.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1949	0	0	0	1853	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.00	0.00	0.95	0.00	0.00
Avail Cap (c_a), veh/h	0	1949	0	0	0	1941	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	25.3	0.0	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.0	0.0	11.3	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	27.9	0.0	0.0	0.0	44.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	25.1	0.0	0.0	0.0	34.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	2.9	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	25.9	0.0	0.0	0.0	37.8	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	1.82	0.00	0.00	0.00	3.57	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		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	857	0	0	0	970	0	0
Grp Sat Flow (s), veh/h/ln	0	1716	0	0	0	1731	0	0
Q Serve Time (g_s), s	0.0	66.1	0.0	0.0	0.0	91.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	66.1	0.0	0.0	0.0	91.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.17	0.78	0.00	0.02	0.00	0.00
Lane Grp Cap (c), veh/h	0	1054	0	0	0	1011	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.00	0.00	0.96	0.00	0.00
Avail Cap (c_a), veh/h	0	1054	0	0	0	1059	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	25.5	0.0	0.0	0.0	33.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.0	0.0	18.3	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	30.5	0.0	0.0	0.0	52.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	27.4	0.0	0.0	0.0	38.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.0	0.0	5.1	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	28.8	0.0	0.0	0.0	43.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.03	0.00	0.00	0.00	4.12	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 2010 Ctrl Delay		43.7						
HCM 2010 LOS		D						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	59	2184	38	4	2471	15	86	13	19	7	10	93
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.93	1.00		1.00	1.00		0.90
Parking Bus Adj	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	174.3	174.3	174.3	174.3	174.3	174.3	190.0	190.0	190.0	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Cap, veh/h	89	2932	71	39	2840	25	161	27	38	18	22	141
Arrive On Green	0.05	0.61	0.61	0.02	0.58	0.58	0.13	0.13	0.13	0.12	0.12	0.12
Sat Flow, veh/h	1660	4772	116	1660	4861	43	1277	210	297	149	187	1186
Grp Volume(v), veh/h	70	1575	857	4	1769	970	204	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	1660	1586	1716	1660	1586	1731	1784	0	0	1523	0	0
Q Serve(g_s), s	7.1	65.2	66.1	0.4	89.9	91.0	19.4	0.0	0.0	18.1	0.0	0.0
Cycle Q Clear(g_c), s	7.1	65.2	66.1	0.4	89.9	91.0	19.4	0.0	0.0	18.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.02	0.72		0.17	0.10		0.78
Lane Grp Cap(c), veh/h	89	1949	1054	39	1853	1011	225	0	0	182	0	0
V/C Ratio(X)	0.79	0.81	0.81	0.10	0.95	0.96	0.90	0.00	0.00	0.90	0.00	0.00
Avail Cap(c_a), veh/h	155	1949	1054	155	1941	1059	260	0	0	222	0	0
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	80.2	25.3	25.5	82.1	33.5	33.8	73.9	0.0	0.0	74.5	0.0	0.0
Incr Delay (d2), s/veh	14.0	2.6	5.0	1.2	11.3	18.3	29.7	0.0	0.0	30.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.5	25.9	28.8	0.2	37.8	43.7	10.9	0.0	0.0	8.8	0.0	0.0
Lane Grp Delay (d), s/veh	94.2	27.9	30.5	83.2	44.8	52.0	103.6	0.0	0.0	105.1	0.0	0.0
Lane Grp LOS	F	C	C	F	D	D	F			F		
Approach Vol, veh/h		2502			2743			204			163	
Approach Delay, s/veh		30.7			47.4			103.6			105.1	
Approach LOS		C			D			F			F	

Timer												
Assigned Phs	5	2		1	6			8			4	
Phs Duration (G+Y+Rc), s	14.2	110.5		9.0	105.2			26.7			25.5	
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s	16.0	100.0		16.0	105.0			25.0			25.0	
Max Q Clear Time (g_c+I1), s	9.1	68.1		2.4	93.0			21.4			20.1	
Green Ext Time (p_c), s	0.1	31.5		0.0	7.3			0.3			0.3	

Intersection Summary	
HCM 2010 Ctrl Delay	43.7
HCM 2010 LOS	D

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	85.9	102.3	32.5	28.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	95.5	95.5	95.5	95.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.78	3.71	1.92	1.91
Pedestrian Crosswalk LOS	D	D	A	A

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2502	2743	204	163
Effct. Green for Bike (s)	120.7	105.6	21.8	15.1
Cross Street Width (ft)	32.5	28.0	102.3	85.9
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1264	1106	228	158
Bicycle Delay (s/bike)	12.9	19.1	74.9	81.0
Bicycle Compliance	Fair	Fair	Poor	Poor
Bicycle LOS Score	3.43	3.50	2.60	2.29
Bicycle LOS	C	C	B	B

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	19	30	13	13	61	24	9	41	30	26	113	39
Peak Hour Factor	0.64	0.66	0.81	0.65	0.70	0.64	0.56	0.83	0.60	0.69	0.79	0.86
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	30	45	16	20	87	37	16	49	50	38	143	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.9	8.5	9.5
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	11%	13%	31%	15%
Vol Thru, %	51%	62%	48%	63%
Vol Right, %	38%	24%	21%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	98	62	178
LT Vol	41	61	30	113
Through Vol	30	24	13	39
RT Vol	9	13	19	26
Lane Flow Rate	115	145	91	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.148	0.191	0.124	0.287
Departure Headway (Hd)	4.603	4.755	4.879	4.573
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	776	752	731	784
Service Time	2.65	2.802	2.93	2.613
HCM Lane V/C Ratio	0.148	0.193	0.124	0.288
HCM Control Delay	8.5	8.9	8.6	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.4	1.2

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	191	122	120	52	70	112	23	433	42	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		0.94	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827			
Lanes	0	2	0	0	1	1	0	2	0			
Lane Assignment												
Cap, veh/h	90	320	327	274	263	656	98	1340	127			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Prop Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44			
Ln Grp Delay, s/veh	801.0	0.0	17.4	50.3	0.0	14.6	16.7	0.0	16.3			
Ln Grp LOS	F		B	D		B	B		B			
Approach Vol, veh/h		505			288			581				
Approach Delay, s/veh		383.6			33.6			16.5				
Approach LOS		F			C			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Case No		12.0		8.0				7.0
Phs Duration (G+Y+Rc), s		40.0		40.0				40.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Allow Headway (MAH), s		5.2		5.1				5.1
Max Green (Gmax), s		35.0		35.0				35.0
Max Q Clear (g_c+I1), s		11.2		37.0				37.0
Green Ext Time (g_e), s		3.5		0.0				0.0
Prob of Phs Call (p_c)		1.00		1.00				1.00
Prob of Max Out (p_x)		0.01		1.00				1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7				3
Mvmt Sat Flow, veh/h		224		0				473

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		3063		731				600

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		290		748				1500

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	0	0	3
Lane Assignment		L+T		L+T				L+T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	308	0	236	0	0	0	153
Grp Sat Flow (s), veh/h/ln	0	1816	0	0	0	0	0	1073
Q Serve Time (g_s), s	0.0	9.2	0.0	0.0	0.0	0.0	0.0	25.0

Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	35.0	0.0	0.0	0.0	35.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1187	0	0	0	1104
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	35.0	0.0	0.0	0.0	35.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Prop LT Inside Lane (P_L)	0.00	0.12	0.00	1.00	0.00	0.00	0.00	0.49
Lane Grp Cap (c), veh/h	0	794	0	90	0	0	0	536
V/C Ratio (X)	0.00	0.39	0.00	2.62	0.00	0.00	0.00	0.29
Avail Cap (c_a), veh/h	0	794	0	90	0	0	0	536
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.2	0.0	40.0	0.0	0.0	0.0	48.9
Incr Delay (d2), s/veh	0.0	1.4	0.0	761.0	0.0	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.7	0.0	801.0	0.0	0.0	0.0	50.3
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	1.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	19.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.0	0.0	20.8	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	1.16	0.00	0.00	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	36.5	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	0.7	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%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	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	273	0	269	0	0	0	135
Grp Sat Flow (s), veh/h/ln	0	1762	0	1479	0	0	0	1500
Q Serve Time (g_s), s	0.0	8.3	0.0	10.0	0.0	0.0	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	10.0	0.0	0.0	0.0	4.5
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	0.16	0.00	0.51	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	771	0	647	0	0	0	656
V/C Ratio (X)	0.00	0.35	0.00	0.42	0.00	0.00	0.00	0.21
Avail Cap (c_a), veh/h	0	771	0	647	0	0	0	656
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.0	0.0	15.5	0.0	0.0	0.0	13.9
Incr Delay (d2), s/veh	0.0	1.3	0.0	2.0	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.3	0.0	17.4	0.0	0.0	0.0	14.6
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	3.3	0.0	0.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.4	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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	3.6	0.0	0.0	0.0	1.6
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.20	0.00	0.00	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		155.0						
HCM 2010 LOS		F						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	191	122	120	52	70	112	23	433	42	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.94	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7			
Lanes	0	2	0	0	1	1	0	2	0			
Cap, veh/h	90	320	327	274	263	656	98	1340	127			
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44			
Sat Flow, veh/h	0	731	748	473	600	1500	224	3063	290			
Grp Volume(v), veh/h	236	0	269	153	0	135	308	0	273			
Grp Sat Flow(s),veh/h/ln	0	0	1479	1073	0	1500	1816	0	1762			
Q Serve(g_s), s	0.0	0.0	10.0	25.0	0.0	4.5	9.2	0.0	8.3			
Cycle Q Clear(g_c), s	35.0	0.0	10.0	35.0	0.0	4.5	9.2	0.0	8.3			
Prop In Lane	1.00		0.51	0.49		1.00	0.12		0.16			
Lane Grp Cap(c), veh/h	90	0	647	536	0	656	794	0	771			
V/C Ratio(X)	2.62	0.00	0.42	0.29	0.00	0.21	0.39	0.00	0.35			
Avail Cap(c_a), veh/h	90	0	647	536	0	656	794	0	771			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	0.0	15.5	48.9	0.0	13.9	15.2	0.0	15.0			
Incr Delay (d2), s/veh	761.0	0.0	2.0	1.3	0.0	0.7	1.4	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	20.8	0.0	3.6	0.2	0.0	1.6	4.0	0.0	3.5			
Lane Grp Delay (d), s/veh	801.0	0.0	17.4	50.3	0.0	14.6	16.7	0.0	16.3			
Lane Grp LOS	F		B	D		B	B		B			
Approach Vol, veh/h		505			288			581				
Approach Delay, s/veh		383.6			33.6			16.5				
Approach LOS		F			C			B				

Timer			
Assigned Phs	4	8	2
Phs Duration (G+Y+Rc), s	40.0	40.0	40.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	35.0	35.0	35.0
Max Q Clear Time (g_c+I1), s	37.0	37.0	11.2
Green Ext Time (p_c), s	0.0	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	155.0
HCM 2010 LOS	F

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	36.5	48.2	47.9	50.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.18	2.27	2.36	2.38
Pedestrian Crosswalk LOS	B	B	B	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	505	288	581	0
Effct. Green for Bike (s)	35.0	35.0	35.0	0.0
Cross Street Width (ft)	47.9	50.0	48.2	36.5
Through Lanes Number	2	1	2	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	875	875	875	0
Bicycle Delay (s/bike)	12.7	12.7	12.7	0.0
Bicycle Compliance	Fair	Fair	Fair	
Bicycle LOS Score	2.71	2.80	2.78	0.00
Bicycle LOS	B	C	C	

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NELn1	NWLn1	SELn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	7	7	7
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	24	2178	8	6	2336	21	69	29	23	31	13	86
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1827	1900	1827	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Lane Assignment												
Cap, veh/h	131	2773	11	142	2756	25	102	27	414	103	26	414
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Ln Grp Delay, s/veh	32.3	16.3	20.3	22.9	21.0	27.0	60.3	0.0	16.5	23.3	0.0	17.4
Ln Grp LOS	C	B	C	C	C	C	E		B	C		B
Approach Vol, veh/h		2402			2569			132			141	
Approach Delay, s/veh		17.9			23.1			52.0			19.4	
Approach LOS		B			C			D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		7.0		6.0		7.0
Phs Duration (G+Y+Rc), s		39.0		21.0		39.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Allow Headway (MAH), s		4.9		4.7		4.9		4.7
Max Green (Gmax), s		34.0		16.0		34.0		16.0
Max Q Clear (g_c+I1), s		30.5		18.0		36.0		18.0
Green Ext Time (g_e), s		3.5		0.0		0.0		0.0
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		1.00		1.00		1.00		1.00

Left-Turn Movement Data				
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		138		0		115		0

Through Movement Data				
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4864		101		4894		98

Right-Turn Movement Data				
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		44		1553		19		1553

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T		L		L+T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	7	0	107	0	26	0	48
Grp Sat Flow (s), veh/h/ln	0	138	0	101	0	115	0	98
Q Serve Time (g_s), s	0.0	2.7	0.0	0.0	0.0	5.5	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	27.1	0.0	16.0	0.0	34.0	0.0	16.0
Perm LT Sat Flow (s_l), veh/h/ln	0	138	0	1307	0	115	0	1368
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	34.0	0.0	16.0	0.0	34.0	0.0	16.0
Perm LT Serve Time (g_u), s	0.0	9.6	0.0	0.0	0.0	5.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	2.7	0.0	0.0	0.0	5.5	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.8
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.70	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	142	0	129	0	131	0	129
V/C Ratio (X)	0.00	0.05	0.00	0.83	0.00	0.20	0.00	0.37
Avail Cap (c_a), veh/h	0	142	0	129	0	131	0	129
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	22.3	0.0	26.1	0.0	28.9	0.0	21.5
Incr Delay (d2), s/veh	0.0	0.7	0.0	34.2	0.0	3.4	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	22.9	0.0	60.3	0.0	32.3	0.0	23.3
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.5	0.0	0.4	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.2	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	0.1	0.0	2.7	0.0	0.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.14	0.00	0.13	0.00	0.04
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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1655	0	0	0	1534	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	28.3	0.0	0.0	0.0	24.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.3	0.0	0.0	0.0	24.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1798	0	0	0	1798	0	0
V/C Ratio (X)	0.00	0.92	0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap (c_a), veh/h	0	1798	0	0	0	1798	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	11.8	0.0	0.0	0.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.2	0.0	0.0	0.0	5.4	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	21.0	0.0	0.0	0.0	16.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	0.0	0.0	6.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.3	0.0	0.0	0.0	1.3	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.3	0.0	0.0	0.0	8.2	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.00	0.00	0.77	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	907	0	25	0	842	0	93
Grp Sat Flow (s), veh/h/ln	0	1735	0	1553	0	1740	0	1553
Q Serve Time (g_s), s	0.0	28.5	0.0	0.7	0.0	24.4	0.0	2.8
Cycle Q Clear Time (g_c), s	0.0	28.5	0.0	0.7	0.0	24.4	0.0	2.8
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	0.03	0.00	1.00	0.00	0.01	0.00	1.00
Lane Grp Cap (c), veh/h	0	983	0	414	0	986	0	414
V/C Ratio (X)	0.00	0.92	0.00	0.06	0.00	0.85	0.00	0.22
Avail Cap (c_a), veh/h	0	983	0	414	0	986	0	414
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	11.8	0.0	16.4	0.0	10.9	0.0	17.2
Incr Delay (d2), s/veh	0.0	15.2	0.0	0.1	0.0	9.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.0	0.0	16.5	0.0	20.3	0.0	17.4
1st-Term Q (Q1), veh/ln	0.0	8.8	0.0	0.2	0.0	7.5	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	4.2	0.0	0.0	0.0	2.6	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.0	0.0	0.2	0.0	10.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.13	0.00	0.95	0.00	0.34
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		21.3						
HCM 2010 LOS		C						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	24	2178	8	6	2336	21	69	29	23	31	13	86
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	174.3	174.3	174.3	174.3	174.3	174.3	182.7	190.0	182.7	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Cap, veh/h	131	2773	11	142	2756	25	102	27	414	103	26	414
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	115	4894	19	138	4864	44	0	101	1553	0	98	1553
Grp Volume(v), veh/h	26	1534	842	7	1655	907	107	0	25	48	0	93
Grp Sat Flow(s),veh/h/ln	115	1586	1740	138	1586	1735	101	0	1553	98	0	1553
Q Serve(g_s), s	5.5	24.3	24.4	2.7	28.3	28.5	0.0	0.0	0.7	0.0	0.0	2.8
Cycle Q Clear(g_c), s	34.0	24.3	24.4	27.1	28.3	28.5	16.0	0.0	0.7	16.0	0.0	2.8
Prop In Lane	1.00		0.01	1.00		0.03	0.70		1.00	0.71		1.00
Lane Grp Cap(c), veh/h	131	1798	986	142	1798	983	129	0	414	129	0	414
V/C Ratio(X)	0.20	0.85	0.85	0.05	0.92	0.92	0.83	0.00	0.06	0.37	0.00	0.22
Avail Cap(c_a), veh/h	131	1798	986	142	1798	983	129	0	414	129	0	414
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	10.9	10.9	22.3	11.8	11.8	26.1	0.0	16.4	21.5	0.0	17.2
Incr Delay (d2), s/veh	3.4	5.4	9.3	0.7	9.2	15.2	34.2	0.0	0.1	1.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	8.2	10.0	0.1	10.3	13.0	2.7	0.0	0.2	0.5	0.0	1.0
Lane Grp Delay (d), s/veh	32.3	16.3	20.3	22.9	21.0	27.0	60.3	0.0	16.5	23.3	0.0	17.4
Lane Grp LOS	C	B	C	C	C	C	E		B	C		B
Approach Vol, veh/h		2402			2569			132			141	
Approach Delay, s/veh		17.9			23.1			52.0			19.4	
Approach LOS		B			C			D			B	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		39.0			39.0			21.0			21.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		34.0			34.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		36.0			30.5			18.0			18.0	
Green Ext Time (p_c), s		0.0			3.5			0.0			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	84.4	84.1	44.0	44.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.66	3.63	2.00	2.02
Pedestrian Crosswalk LOS	D	D	A	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2402	2569	132	141
Effct. Green for Bike (s)	39.2	39.2	8.9	8.9
Cross Street Width (ft)	44.0	44.1	84.1	84.4
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1307	1307	297	297
Bicycle Delay (s/bike)	3.6	3.6	21.8	21.8
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	3.55	3.65	2.21	2.23
Bicycle LOS	D	D	B	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2298	163	193	1974	108	54	38	11	5	31	56
Number	1	6	16	5	2	12	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		0.98	1.00		0.97	1.00		1.00	0.94		1.00
Parking Bus Adj	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	0	1743	1743	1743	1743	1743	1827	1827	1827	1827	1827	1827
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Lane Assignment												
Cap, veh/h	0	2777	246	156	3456	190	108	296	291	65	285	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Ln Grp Delay, s/veh	0.0	32.8	42.8	260.8	10.6	11.7	84.7	55.5	0.0	55.7	0.0	0.0
Ln Grp LOS		C	D	F	B	B	F	E		E		
Approach Vol, veh/h		2755			2473			141			46	
Approach Delay, s/veh		36.3			32.0			71.0			55.7	
Approach LOS		D			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Case No		4.0		7.0	2.0	8.0		7.0
Phs Duration (G+Y+Rc), s		125.0		35.0	20.0	105.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (MAH), s		5.0		4.8	3.7	5.0		4.8
Max Green (Gmax), s		120.0		30.0	15.0	100.0		30.0
Max Q Clear (g_c+I1), s		37.3		32.0	17.0	86.0		32.0
Green Ext Time (g_e), s		80.0		0.0	0.0	14.0		0.0
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)		0.96		1.00	1.00	1.00		1.00

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		3
Mvmt Sat Flow, veh/h				205	1660	0		337

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4608		1520		4599		1579

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		254		1553		394		1553

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	3
Lane Assignment				L+T	L (Prot)			L+T
Lanes in Grp	0	0	0	1	1	0	0	1
Grp Vol (v), veh/h	0	0	0	46	208	0	0	75
Grp Sat Flow (s), veh/h/ln	0	0	0	1725	1660	0	0	337
Q Serve Time (g_s), s	0.0	0.0	0.0	21.0	15.0	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	30.0	15.0	0.0	0.0	30.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1269	0	0	0	1391
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	337
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	24.3	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	9.0	0.0	100.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.17	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	350	156	0	0	108
V/C Ratio (X)	0.00	0.00	0.00	0.13	1.34	0.00	0.00	0.69
Avail Cap (c_a), veh/h	0	0	0	350	156	0	0	108
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	55.6	72.5	0.0	0.0	67.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	188.3	0.0	0.0	17.4
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	0.0	0.0	55.7	260.8	0.0	0.0	84.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.6	6.5	0.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	8.1	0.0	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.6	14.6	0.0	0.0	3.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.69	1.74	0.00	0.00	0.32
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	13.1	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	0.3	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	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1473	0	0	0	1784	0	66
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	1579
Q Serve Time (g_s), s	0.0	34.7	0.0	0.0	0.0	77.1	0.0	5.7
Cycle Q Clear Time (g_c), s	0.0	34.7	0.0	0.0	0.0	77.1	0.0	5.7
Lane Grp Cap (c), veh/h	0	2379	0	0	0	1983	0	296
V/C Ratio (X)	0.00	0.62	0.00	0.00	0.00	0.90	0.00	0.22
Avail Cap (c_a), veh/h	0	2379	0	0	0	1983	0	296
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	9.3	0.0	0.0	0.0	25.7	0.0	55.1
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	7.1	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.6	0.0	0.0	0.0	32.8	0.0	55.5
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	0.0	0.0	28.7	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.9	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.1	0.0	0.0	0.0	30.7	0.0	2.3

%ile Storage Ratio (RQ%)	0.00	0.64	0.00	0.00	0.00	2.16	0.00	0.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	792	0	0	0	971	0	0
Grp Sat Flow (s), veh/h/ln	0	1689	0	1553	0	1664	0	1553
Q Serve Time (g_s), s	0.0	35.3	0.0	0.0	0.0	84.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	35.3	0.0	0.0	0.0	84.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	0.00	1.00	0.00	0.24	0.00	1.00
Lane Grp Cap (c), veh/h	0	1267	0	291	0	1040	0	291
V/C Ratio (X)	0.00	0.63	0.00	0.00	0.00	0.93	0.00	0.00
Avail Cap (c_a), veh/h	0	1267	0	291	0	1040	0	291
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	9.4	0.0	0.0	0.0	27.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.0	0.0	0.0	15.8	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	11.7	0.0	0.0	0.0	42.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.8	0.0	0.0	0.0	32.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	4.6	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.6	0.0	0.0	0.0	37.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.72	0.00	0.00	0.00	2.64	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 2010 Ctrl Delay		35.4						
HCM 2010 LOS		D						
Notes								

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2298	163	193	1974	108	54	38	11	5	31	56
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	0.94		1.00
Parking Bus Adj	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	0.0	174.3	174.3	174.3	174.3	174.3	182.7	182.7	182.7	182.7	182.7	182.7
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Cap, veh/h	0	2777	246	156	3456	190	108	296	291	65	285	291
Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	0	4599	394	1660	4608	254	337	1579	1553	205	1520	1553
Grp Volume(v), veh/h	0	1784	971	208	1473	792	75	66	0	46	0	0
Grp Sat Flow(s),veh/h/ln	0	1586	1664	1660	1586	1689	337	1579	1553	1725	0	1553
Q Serve(g_s), s	0.0	77.1	84.0	15.0	34.7	35.3	0.0	5.7	0.0	21.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	77.1	84.0	15.0	34.7	35.3	30.0	5.7	0.0	30.0	0.0	0.0
Prop In Lane	0.00		0.24	1.00		0.15	1.00		1.00	0.17		1.00
Lane Grp Cap(c), veh/h	0	1983	1040	156	2379	1267	108	296	291	350	0	291
V/C Ratio(X)	0.00	0.90	0.93	1.34	0.62	0.63	0.69	0.22	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	0	1983	1040	156	2379	1267	108	296	291	350	0	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	25.7	27.0	72.5	9.3	9.4	67.4	55.1	0.0	55.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.1	15.8	188.3	1.2	2.3	17.4	0.4	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	30.7	37.5	14.6	12.1	13.6	3.6	2.3	0.0	1.6	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	32.8	42.8	260.8	10.6	11.7	84.7	55.5	0.0	55.7	0.0	0.0
Lane Grp LOS		C	D	F	B	B	F	E		E		
Approach Vol, veh/h		2755			2473			141			46	
Approach Delay, s/veh		36.3			32.0			71.0			55.7	
Approach LOS		D			C			E			E	

Timer												
Assigned Phs		6		5	2			8			4	
Phs Duration (G+Y+Rc), s		105.0		20.0	125.0			35.0			35.0	
Change Period (Y+Rc), s		5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s		100.0		15.0	120.0			30.0			30.0	
Max Q Clear Time (g_c+I1), s		86.0		17.0	37.3			32.0			32.0	
Green Ext Time (p_c), s		14.0		0.0	80.0			0.0			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	35.4
HCM 2010 LOS	D

Notes

Approach	NB	SB	NE	SW
Crosswalk Length (ft)	87.3	96.6	52.4	45.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	80.0	80.0	80.0	80.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.69	3.70	2.25	2.21
Pedestrian Crosswalk LOS	D	D	B	B

Approach	NB	SB	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2755	2473	161	131
Effct. Green for Bike (s)	100.1	120.1	13.3	13.3
Cross Street Width (ft)	45.3	52.4	87.3	96.6
Through Lanes Number	3	3	2	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1251	1501	166	166
Bicycle Delay (s/bike)	11.2	5.0	67.3	67.3
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.77	3.72	3.03	3.25
Bicycle LOS	D	D	C	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	112	2264	25	4	2640	6	18	6	2	9	11	49
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		0.97	1.00		0.97	1.00		0.92	1.00		0.94
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1900	1900	1900	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Lane Assignment												
Cap, veh/h	160	3427	64	43	3144	10	51	33	8	24	20	89
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.10	0.71	0.71	0.03	0.64	0.64	0.05	0.05	0.05	0.08	0.08	0.08
Ln Grp Delay, s/veh	104.8	13.9	14.8	76.5	36.2	42.2	76.0	0.0	0.0	78.8	0.0	0.0
Ln Grp LOS	F	B	B	E	D	D	E			E		
Approach Vol, veh/h		2594			3018			45			101	
Approach Delay, s/veh		19.1			38.4			76.0			78.8	
Approach LOS		B			D			E			E	

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	12.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	9.0	116.2	13.0	17.9	20.0	105.2		
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		
Max Allow Headway (MAH), s	3.7	4.9	5.2	5.5	3.7	4.9		
Max Green (Gmax), s	16.0	105.0	16.0	20.0	16.0	105.0		
Max Q Clear (g_c+I1), s	2.7	47.3	5.8	11.6	15.0	90.6		
Green Ext Time (g_e), s	0.0	57.0	0.1	0.3	0.0	9.6		
Prob of Phs Call (p_c)	1.00	1.00	0.90	0.99	1.00	1.00		
Prob of Max Out (p_x)	0.00	0.99	0.01	0.14	1.00	1.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1660		1003	286	1660			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		4807	642	239		4896		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		89	160	1082		16		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	8	0	45	101	140	0	0	0
Grp Sat Flow (s), veh/h/ln	1660	0	1805	1607	1660	0	0	0
Q Serve Time (g_s), s	0.7	0.0	3.8	9.6	13.0	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.7	0.0	3.8	9.6	13.0	0.0	0.0	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	0.56	0.18	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	43	0	92	132	160	0	0	0
V/C Ratio (X)	0.19	0.00	0.49	0.76	0.88	0.00	0.00	0.00
Avail Cap (c_a), veh/h	170	0	185	206	170	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	74.4	0.0	72.1	70.1	69.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	4.0	8.7	35.2	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	76.5	0.0	76.0	78.8	104.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	1.8	4.0	5.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.3	1.6	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	1.9	4.4	7.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.10	1.04	2.56	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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1587	0	0	0	1943	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	44.9	0.0	0.0	0.0	88.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	44.9	0.0	0.0	0.0	88.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	2261	0	0	0	2037	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.95	0.00	0.00
Avail Cap (c_a), veh/h	0	2261	0	0	0	2135	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	12.9	0.0	0.0	0.0	25.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	10.4	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	13.9	0.0	0.0	0.0	36.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.9	0.0	0.0	0.0	32.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	2.9	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	16.2	0.0	0.0	0.0	35.6	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	1.14	0.00	0.00	0.00	3.35	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	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		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	867	0	0	0	1067	0	0
Grp Sat Flow (s), veh/h/ln	0	1724	0	0	0	1740	0	0
Q Serve Time (g_s), s	0.0	45.3	0.0	0.0	0.0	88.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	45.3	0.0	0.0	0.0	88.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.09	0.67	0.00	0.01	0.00	0.00
Lane Grp Cap (c), veh/h	0	1229	0	0	0	1117	0	0
V/C Ratio (X)	0.00	0.71	0.00	0.00	0.00	0.96	0.00	0.00
Avail Cap (c_a), veh/h	0	1229	0	0	0	1171	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	12.9	0.0	0.0	0.0	25.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	16.4	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	14.8	0.0	0.0	0.0	42.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	17.3	0.0	0.0	0.0	35.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	5.1	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	18.0	0.0	0.0	0.0	41.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.27	0.00	0.00	0.00	3.85	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 2010 Ctrl Delay		30.7						
HCM 2010 LOS		C						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	112	2264	25	4	2640	6	18	6	2	9	11	49
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.92	1.00		0.94
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	174.3	174.3	174.3	174.3	174.3	174.3	190.0	190.0	190.0	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Cap, veh/h	160	3427	64	43	3144	10	51	33	8	24	20	89
Arrive On Green	0.10	0.71	0.71	0.03	0.64	0.64	0.05	0.05	0.05	0.08	0.08	0.08
Sat Flow, veh/h	1660	4807	89	1660	4896	16	1003	642	160	286	239	1082
Grp Volume(v), veh/h	140	1587	867	8	1943	1067	45	0	0	101	0	0
Grp Sat Flow(s),veh/h/ln	1660	1586	1724	1660	1586	1740	1805	0	0	1607	0	0
Q Serve(g_s), s	13.0	44.9	45.3	0.7	88.2	88.6	3.8	0.0	0.0	9.6	0.0	0.0
Cycle Q Clear(g_c), s	13.0	44.9	45.3	0.7	88.2	88.6	3.8	0.0	0.0	9.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.01	0.56		0.09	0.18		0.67
Lane Grp Cap(c), veh/h	160	2261	1229	43	2037	1117	92	0	0	132	0	0
V/C Ratio(X)	0.88	0.70	0.71	0.19	0.95	0.96	0.49	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	170	2261	1229	170	2135	1171	185	0	0	206	0	0
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.6	12.9	12.9	74.4	25.8	25.8	72.1	0.0	0.0	70.1	0.0	0.0
Incr Delay (d2), s/veh	35.2	1.0	1.9	2.1	10.4	16.4	4.0	0.0	0.0	8.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	7.2	16.2	18.0	0.3	35.6	41.0	1.9	0.0	0.0	4.4	0.0	0.0
Lane Grp Delay (d), s/veh	104.8	13.9	14.8	76.5	36.2	42.2	76.0	0.0	0.0	78.8	0.0	0.0
Lane Grp LOS	F	B	B	E	D	D	E			E		
Approach Vol, veh/h		2594			3018			45			101	
Approach Delay, s/veh		19.1			38.4			76.0			78.8	
Approach LOS		B			D			E			E	

Timer												
Assigned Phs	5	2		1	6			8			4	
Phs Duration (G+Y+Rc), s	20.0	116.2		9.0	105.2			13.0			17.9	
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s	16.0	105.0		16.0	105.0			16.0			20.0	
Max Q Clear Time (g_c+I1), s	15.0	47.3		2.7	90.6			5.8			11.6	
Green Ext Time (p_c), s	0.0	57.0		0.0	9.6			0.1			0.3	

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	85.9	100.1	32.5	32.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	88.5	88.5	88.5	88.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.82	3.77	1.82	1.90
Pedestrian Crosswalk LOS	D	D	A	A

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2594	3018	45	101
Effct. Green for Bike (s)	123.9	105.5	8.8	10.4
Cross Street Width (ft)	32.5	32.0	100.1	85.9
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1400	1192	99	118
Bicycle Delay (s/bike)	8.0	14.4	79.9	78.4
Bicycle Compliance	Good	Fair	Poor	Poor
Bicycle LOS Score	3.48	3.71	2.31	2.18
Bicycle LOS	C	D	B	B

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	24	55	27	22	59	19	20	86	12	10	81	21
Peak Hour Factor	0.71	0.70	0.69	0.64	0.78	0.75	0.62	0.78	0.50	0.62	0.91	0.67
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	34	79	39	34	76	25	32	110	24	16	89	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.9	9.2	8.9
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	17%	22%	23%	9%
Vol Thru, %	73%	59%	52%	72%
Vol Right, %	10%	19%	25%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	100	106	112
LT Vol	86	59	55	81
Through Vol	12	19	27	21
RT Vol	20	22	24	10
Lane Flow Rate	167	135	152	136
Geometry Grp	1	1	1	1
Degree of Util (X)	0.222	0.181	0.2	0.181
Departure Headway (Hd)	4.799	4.815	4.759	4.771
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	742	750	748
Service Time	2.85	2.87	2.812	2.824
HCM Lane V/C Ratio	0.224	0.182	0.203	0.182
HCM Control Delay	9.2	8.9	9	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.7	0.7	0.7

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	134	67	67	82	110	162	59	342	20	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		0.95	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827			
Lanes	0	2	0	0	1	1	0	2	0			
Lane Assignment												
Cap, veh/h	65	216	191	149	126	409	397	1760	120			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Prop Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64			
Ln Grp Delay, s/veh	890.3	0.0	38.5	216.8	0.0	38.4	9.1	0.0	8.9			
Ln Grp LOS	F		D	F		D	A		A			
Approach Vol, veh/h		392			491			537				
Approach Delay, s/veh		431.8			140.5			9.0				
Approach LOS		F			F			A				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Case No		12.0		8.0				7.0
Phs Duration (G+Y+Rc), s		75.0		35.0				35.0
Change Period (Y+Rc), s		5.0		5.0				5.0
Max Allow Headway (MAH), s		5.2		5.0				5.0
Max Green (Gmax), s		70.0		30.0				30.0
Max Q Clear (g_c+I1), s		9.4		32.0				32.0
Green Ext Time (g_e), s		3.5		0.0				0.0
Prob of Phs Call (p_c)		1.00		1.00				1.00
Prob of Max Out (p_x)		0.00		1.00				1.00

Left-Turn Movement Data								
Assigned Mvmt		5		7				3
Mvmt Sat Flow, veh/h		624		0				372

Through Movement Data								
Assigned Mvmt		2		4				8
Mvmt Sat Flow, veh/h		2766		792				464

Right-Turn Movement Data								
Assigned Mvmt		12		14				18
Mvmt Sat Flow, veh/h		189		700				1500

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	0	0	3
Lane Assignment		L+T		L+T				L+T
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	282	0	181	0	0	0	281
Grp Sat Flow (s), veh/h/ln	0	1796	0	0	0	0	0	835
Q Serve Time (g_s), s	0.0	7.4	0.0	0.0	0.0	0.0	0.0	16.8

Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1039	0	0	0	1166
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	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Prop LT Inside Lane (P_L)	0.00	0.35	0.00	1.00	0.00	0.00	0.00	0.47
Lane Grp Cap (c), veh/h	0	1143	0	65	0	0	0	276
V/C Ratio (X)	0.00	0.25	0.00	2.77	0.00	0.00	0.00	1.02
Avail Cap (c_a), veh/h	0	1143	0	65	0	0	0	276
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	55.0	0.0	0.0	0.0	157.8
Incr Delay (d2), s/veh	0.0	0.5	0.0	835.3	0.0	0.0	0.0	59.0
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	9.1	0.0	890.3	0.0	0.0	0.0	216.8
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	15.2	0.0	0.0	0.0	4.5
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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	17.0	0.0	0.0	0.0	4.5
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.95	0.00	0.00	0.00	0.63
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	28.9	0.0	0.0	0.0	1.3
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	0.7	0.0	0.0	0.0	0.3
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%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	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	255	0	211	0	0	0	210
Grp Sat Flow (s), veh/h/ln	0	1784	0	1492	0	0	0	1500
Q Serve Time (g_s), s	0.0	6.7	0.0	13.2	0.0	0.0	0.0	13.0
Cycle Q Clear Time (g_c), s	0.0	6.7	0.0	13.2	0.0	0.0	0.0	13.0
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	0.11	0.00	0.47	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1135	0	407	0	0	0	409
V/C Ratio (X)	0.00	0.22	0.00	0.52	0.00	0.00	0.00	0.51
Avail Cap (c_a), veh/h	0	1135	0	407	0	0	0	409
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.5	0.0	33.9	0.0	0.0	0.0	33.8
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.7	0.0	0.0	0.0	4.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.9	0.0	38.5	0.0	0.0	0.0	38.4
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	4.9	0.0	0.0	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.5	0.0	0.0	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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	5.5	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.31	0.00	0.00	0.00	0.74
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 2010 Ctrl Delay		171.2						
HCM 2010 LOS		F						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	134	67	67	82	110	162	59	342	20	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.95	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7			
Lanes	0	2	0	0	1	1	0	2	0			
Cap, veh/h	65	216	191	149	126	409	397	1760	120			
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64			
Sat Flow, veh/h	0	792	700	372	464	1500	624	2766	189			
Grp Volume(v), veh/h	181	0	211	281	0	210	282	0	255			
Grp Sat Flow(s),veh/h/ln	0	0	1492	835	0	1500	1796	0	1784			
Q Serve(g_s), s	0.0	0.0	13.2	16.8	0.0	13.0	7.4	0.0	6.7			
Cycle Q Clear(g_c), s	30.0	0.0	13.2	30.0	0.0	13.0	7.4	0.0	6.7			
Prop In Lane	1.00		0.47	0.47		1.00	0.35		0.11			
Lane Grp Cap(c), veh/h	65	0	407	276	0	409	1143	0	1135			
V/C Ratio(X)	2.77	0.00	0.52	1.02	0.00	0.51	0.25	0.00	0.22			
Avail Cap(c_a), veh/h	65	0	407	276	0	409	1143	0	1135			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	55.0	0.0	33.9	157.8	0.0	33.8	8.6	0.0	8.5			
Incr Delay (d2), s/veh	835.3	0.0	4.7	59.0	0.0	4.5	0.5	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	17.0	0.0	5.5	4.5	0.0	5.3	3.0	0.0	2.7			
Lane Grp Delay (d), s/veh	890.3	0.0	38.5	216.8	0.0	38.4	9.1	0.0	8.9			
Lane Grp LOS	F		D	F		D	A		A			
Approach Vol, veh/h		392			491			537				
Approach Delay, s/veh		431.8			140.5			9.0				
Approach LOS		F			F			A				

Timer			
Assigned Phs	4	8	2
Phs Duration (G+Y+Rc), s	35.0	35.0	75.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	30.0	70.0
Max Q Clear Time (g_c+I1), s	32.0	32.0	9.4
Green Ext Time (p_c), s	0.0	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	171.2
HCM 2010 LOS	F

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	36.5	48.2	47.9	50.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	55.0	55.0	55.0	55.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.20	2.33	2.37	2.38
Pedestrian Crosswalk LOS	B	B	B	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	392	491	537	0
Effct. Green for Bike (s)	30.0	30.0	70.0	0.0
Cross Street Width (ft)	47.9	50.0	48.2	36.5
Through Lanes Number	2	1	2	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	545	545	1273	0
Bicycle Delay (s/bike)	29.1	29.1	7.3	0.0
Bicycle Compliance	Fair	Fair	Good	
Bicycle LOS Score	2.62	3.13	2.74	0.00
Bicycle LOS	B	C	B	

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NELn1	NWLn1	SELn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	7	7	7
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	62	2145	68	37	2599	30	13	7	6	18	27	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1827	1900	1827	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Lane Assignment												
Cap, veh/h	138	2935	93	164	3003	35	107	39	308	92	95	308
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Ln Grp Delay, s/veh	38.9	11.2	14.1	25.3	19.8	26.5	19.2	0.0	17.7	19.4	0.0	18.3
Ln Grp LOS	D	B	B	C	B	C	B		B	B		B
Approach Vol, veh/h		2473			2898			29			90	
Approach Delay, s/veh		12.9			22.2			18.8			18.9	
Approach LOS		B			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		7.0		6.0		7.0
Phs Duration (G+Y+Rc), s		39.0		15.9		39.0		15.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Allow Headway (MAH), s		4.9		4.7		4.9		4.7
Max Green (Gmax), s		34.0		16.0		34.0		16.0
Max Q Clear (g_c+I1), s		36.0		12.9		36.0		12.9
Green Ext Time (g_e), s		0.0		0.1		0.0		0.1
Prob of Phs Call (p_c)		1.00		0.84		1.00		0.84
Prob of Max Out (p_x)		1.00		1.00		1.00		1.00
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		134		0		85		0
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4849		199		4739		477
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		56		1553		150		1553
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T		L		L+T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	40	0	22	0	67	0	49
Grp Sat Flow (s), veh/h/ln	0	134	0	199	0	85	0	477
Q Serve Time (g_s), s	0.0	13.6	0.0	0.0	0.0	4.6	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	34.0	0.0	10.9	0.0	34.0	0.0	10.9
Perm LT Sat Flow (s_l), veh/h/ln	0	134	0	1352	0	85	0	1421
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	34.0	0.0	10.9	0.0	34.0	0.0	10.9
Perm LT Serve Time (g_u), s	0.0	13.6	0.0	0.0	0.0	4.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	13.6	0.0	0.0	0.0	4.6	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	2.7
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.2
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.64	0.00	1.00	0.00	0.41
Lane Grp Cap (c), veh/h	0	164	0	147	0	138	0	187
V/C Ratio (X)	0.00	0.24	0.00	0.15	0.00	0.48	0.00	0.26
Avail Cap (c_a), veh/h	0	164	0	147	0	138	3262	18776576
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	21.8	0.0	18.7	0.0	27.2	0.0	18.7
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.5	0.0	11.6	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.3	0.0	19.2	0.0	38.9	0.0	19.4
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.2	0.0	0.8	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	0.2	0.0	1.3	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.01	0.00	0.34	0.00	0.04
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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1845	0	0	0	1558	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	29.0	0.0	0.0	0.0	20.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	29.0	0.0	0.0	0.0	20.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1965	0	0	0	1965	0	0
V/C Ratio (X)	0.00	0.94	0.00	0.00	0.00	0.79	0.00	0.00
Avail Cap (c_a), veh/h	0	1965	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	9.5	0.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.2	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	19.8	0.0	0.0	0.0	11.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.2	0.0	0.0	0.0	5.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.8	0.0	0.0	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.0	0.0	0.0	0.0	5.9	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	0.42	0.00	0.00	0.00	0.55	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1013	0	7	0	848	0	41
Grp Sat Flow (s), veh/h/ln	0	1733	0	1553	0	1717	0	1553
Q Serve Time (g_s), s	0.0	29.4	0.0	0.2	0.0	20.4	0.0	1.2
Cycle Q Clear Time (g_c), s	0.0	29.4	0.0	0.2	0.0	20.4	0.0	1.2
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	0.03	0.00	1.00	0.00	0.09	0.00	1.00
Lane Grp Cap (c), veh/h	0	1073	0	308	0	1063	0	308
V/C Ratio (X)	0.00	0.94	0.00	0.02	0.00	0.80	0.00	0.13
Avail Cap (c_a), veh/h	0	1073	0	453	0	1063	0	453
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	9.6	0.0	17.7	0.0	7.9	0.0	18.1
Incr Delay (d2), s/veh	0.0	16.9	0.0	0.0	0.0	6.3	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	26.5	0.0	17.7	0.0	14.1	0.0	18.3
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	0.1	0.0	5.4	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	5.0	0.0	0.0	0.0	1.8	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	12.9	0.0	0.1	0.0	7.3	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.04	0.00	0.68	0.00	0.14
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 2010 Ctrl Delay		17.9						
HCM 2010 LOS		B						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	62	2145	68	37	2599	30	13	7	6	18	27	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	174.3	174.3	174.3	174.3	174.3	174.3	182.7	190.0	182.7	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Cap, veh/h	138	2935	93	164	3003	35	107	39	308	92	95	308
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	85	4739	150	134	4849	56	0	199	1553	0	477	1553
Grp Volume(v), veh/h	67	1558	848	40	1845	1013	22	0	7	49	0	41
Grp Sat Flow(s),veh/h/ln	85	1586	1717	134	1586	1733	199	0	1553	477	0	1553
Q Serve(g_s), s	4.6	20.2	20.4	13.6	29.0	29.4	0.0	0.0	0.2	0.0	0.0	1.2
Cycle Q Clear(g_c), s	34.0	20.2	20.4	34.0	29.0	29.4	10.9	0.0	0.2	10.9	0.0	1.2
Prop In Lane	1.00		0.09	1.00		0.03	0.64		1.00	0.41		1.00
Lane Grp Cap(c), veh/h	138	1965	1063	164	1965	1073	147	0	308	187	0	308
V/C Ratio(X)	0.48	0.79	0.80	0.24	0.94	0.94	0.15	0.00	0.02	0.26	0.00	0.13
Avail Cap(c_a), veh/h	138	1965	1063	164	1965	1073	147	0	453	187	0	453
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	7.8	7.9	21.8	9.5	9.6	18.7	0.0	17.7	18.7	0.0	18.1
Incr Delay (d2), s/veh	11.6	3.4	6.3	3.5	10.2	16.9	0.5	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.3	5.9	7.3	0.7	10.0	12.9	0.2	0.0	0.1	0.5	0.0	0.4
Lane Grp Delay (d), s/veh	38.9	11.2	14.1	25.3	19.8	26.5	19.2	0.0	17.7	19.4	0.0	18.3
Lane Grp LOS	D	B	B	C	B	C	B		B	B		B
Approach Vol, veh/h		2473			2898			29			90	
Approach Delay, s/veh		12.9			22.2			18.8			18.9	
Approach LOS		B			C			B			B	

Timer				
Assigned Phs	6	2	4	8
Phs Duration (G+Y+Rc), s	39.0	39.0	15.9	15.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	34.0	34.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	36.0	36.0	12.9	12.9
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	84.4	84.1	44.0	44.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.71	3.69	2.00	2.01
Pedestrian Crosswalk LOS	D	D	A	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2473	2898	29	90
Effct. Green for Bike (s)	44.1	44.1	6.8	7.0
Cross Street Width (ft)	44.0	44.1	84.1	84.4
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1470	1470	227	233
Bicycle Delay (s/bike)	2.1	2.1	23.6	23.4
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	3.59	3.83	2.04	2.14
Bicycle LOS	D	D	B	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2414	76	180	2336	61	118	72	18	24	4	278
Number	1	6	16	5	2	12	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		0.98	1.00		0.98	1.00		1.00	0.95		1.00
Parking Bus Adj	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	0	1743	1743	1743	1743	1743	1827	1827	1827	1827	1827	1827
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Lane Assignment												
Cap, veh/h	0	2910	135	156	3556	108	340	296	291	194	28	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Ln Grp Delay, s/veh	0.0	30.8	36.9	313.4	12.6	14.3	60.3	56.6	0.0	122.3	0.0	0.0
Ln Grp LOS		C	D	F	B	B	E	E		F		
Approach Vol, veh/h		2689			2845			259			58	
Approach Delay, s/veh		33.0			37.2			59.0			122.3	
Approach LOS		C			D			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Case No		4.0		7.0	2.0	8.0		7.0
Phs Duration (G+Y+Rc), s		125.0		35.0	20.0	105.0		35.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (MAH), s		4.9		4.8	3.7	4.9		4.8
Max Green (Gmax), s		120.0		30.0	15.0	100.0		30.0
Max Q Clear (g_c+I1), s		48.8		32.0	17.0	77.9		17.6
Green Ext Time (g_e), s		69.9		0.0	0.0	22.0		1.2
Prob of Phs Call (p_c)		1.00		1.00	1.00	1.00		1.00
Prob of Max Out (p_x)		0.98		1.00	1.00	0.99		0.04

Left-Turn Movement Data								
Assigned Mvmt				7	5	1		3
Mvmt Sat Flow, veh/h				810	1660	0		1575

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4741		149		4812		1579

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		145		1553		217		1553

Left Lane Group Data								
Assigned Mvmt	0	0	0	7	5	1	0	3
Lane Assignment				L+T	L (Prot)			L+T
Lanes in Grp	0	0	0	1	1	0	0	1
Grp Vol (v), veh/h	0	0	0	58	228	0	0	169
Grp Sat Flow (s), veh/h/ln	0	0	0	959	1660	0	0	1575
Q Serve Time (g_s), s	0.0	0.0	0.0	22.1	15.0	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	30.0	15.0	0.0	0.0	15.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1262	0	0	0	1430
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1575
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	22.1	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	22.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.3	0.0	100.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	0.86	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	222	156	0	0	340
V/C Ratio (X)	0.00	0.00	0.00	0.26	1.46	0.00	0.00	0.50
Avail Cap (c_a), veh/h	0	0	0	222	156	0	0	340
Upstream Filter (I)	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	121.7	72.5	0.0	0.0	59.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	240.9	0.0	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	122.3	313.4	0.0	0.0	60.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	10.4	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	16.9	0.0	0.0	6.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	2.01	0.00	0.00	0.56
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	18.1	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	0.4	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	2	0	0	0	2	0	1
Grp Vol (v), veh/h	0	1693	0	0	0	1740	0	90
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	1579
Q Serve Time (g_s), s	0.0	45.8	0.0	0.0	0.0	72.9	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	45.8	0.0	0.0	0.0	72.9	0.0	7.9
Lane Grp Cap (c), veh/h	0	2379	0	0	0	1983	0	296
V/C Ratio (X)	0.00	0.71	0.00	0.00	0.00	0.88	0.00	0.30
Avail Cap (c_a), veh/h	0	2379	0	0	0	1983	0	296
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	10.7	0.0	0.0	0.0	24.9	0.0	56.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.0	5.9	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	0.0	0.0	30.8	0.0	56.6
1st-Term Q (Q1), veh/ln	0.0	15.5	0.0	0.0	0.0	27.1	0.0	3.2
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	1.6	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	16.1	0.0	0.0	0.0	28.7	0.0	3.2

%ile Storage Ratio (RQ%)	0.00	0.86	0.00	0.00	0.00	2.02	0.00	0.28
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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	924	0	0	0	949	0	0
Grp Sat Flow (s), veh/h/ln	0	1714	0	1553	0	1700	0	1553
Q Serve Time (g_s), s	0.0	46.8	0.0	0.0	0.0	75.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	46.8	0.0	0.0	0.0	75.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	0.13	0.00	1.00
Lane Grp Cap (c), veh/h	0	1285	0	291	0	1062	0	291
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.89	0.00	0.00
Avail Cap (c_a), veh/h	0	1285	0	291	0	1062	0	291
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	10.9	0.0	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	11.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	0.0	0.0	36.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	17.2	0.0	0.0	0.0	30.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.0	0.0	3.4	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	18.4	0.0	0.0	0.0	33.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.98	0.00	0.00	0.00	2.38	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		37.1						
HCM 2010 LOS		D						
Notes								

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	2414	76	180	2336	61	118	72	18	24	4	278
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	0.95		1.00
Parking Bus Adj	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	0.0	174.3	174.3	174.3	174.3	174.3	182.7	182.7	182.7	182.7	182.7	182.7
Lanes	0	3	0	1	3	0	0	2	1	0	1	1
Cap, veh/h	0	2910	135	156	3556	108	340	296	291	194	28	291
Arrive On Green	0.00	0.63	0.63	0.09	0.75	0.75	0.19	0.19	0.00	0.19	0.19	0.00
Sat Flow, veh/h	0	4812	217	1660	4741	145	1575	1579	1553	810	149	1553
Grp Volume(v), veh/h	0	1740	949	228	1693	924	169	90	0	58	0	0
Grp Sat Flow(s),veh/h/ln	0	1586	1700	1660	1586	1714	1575	1579	1553	959	0	1553
Q Serve(g_s), s	0.0	72.9	75.9	15.0	45.8	46.8	0.0	7.9	0.0	22.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	72.9	75.9	15.0	45.8	46.8	15.6	7.9	0.0	30.0	0.0	0.0
Prop In Lane	0.00		0.13	1.00		0.08	1.00		1.00	0.86		1.00
Lane Grp Cap(c), veh/h	0	1983	1062	156	2379	1285	340	296	291	222	0	291
V/C Ratio(X)	0.00	0.88	0.89	1.46	0.71	0.72	0.50	0.30	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	0	1983	1062	156	2379	1285	340	296	291	222	0	291
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.9	25.5	72.5	10.7	10.9	59.2	56.0	0.0	121.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.9	11.5	240.9	1.8	3.5	1.1	0.6	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	28.7	33.7	16.9	16.1	18.4	6.4	3.2	0.0	0.0	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	30.8	36.9	313.4	12.6	14.3	60.3	56.6	0.0	122.3	0.0	0.0
Lane Grp LOS		C	D	F	B	B	E	E		F		
Approach Vol, veh/h		2689			2845			259			58	
Approach Delay, s/veh		33.0			37.2			59.0			122.3	
Approach LOS		C			D			E			F	

Timer								
Assigned Phs		6		5	2		8		4	
Phs Duration (G+Y+Rc), s		105.0		20.0	125.0		35.0		35.0	
Change Period (Y+Rc), s		5.0		5.0	5.0		5.0		5.0	
Max Green Setting (Gmax), s		100.0		15.0	120.0		30.0		30.0	
Max Q Clear Time (g_c+I1), s		77.9		17.0	48.8		17.6		32.0	
Green Ext Time (p_c), s		22.0		0.0	69.9		1.2		0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	37.1
HCM 2010 LOS	D

Notes

Approach	NB	SB	NE	SW
Crosswalk Length (ft)	87.3	96.6	52.4	45.3
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	7	4	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	80.0	80.0	80.0	80.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.78	3.88	2.27	2.31
Pedestrian Crosswalk LOS	D	D	B	B

Approach	NB	SB	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2689	2845	289	455
Effct. Green for Bike (s)	100.0	120.0	30.0	30.0
Cross Street Width (ft)	45.3	52.4	87.3	96.6
Through Lanes Number	3	3	2	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1250	1500	375	375
Bicycle Delay (s/bike)	11.2	5.0	52.8	52.8
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.73	3.93	3.13	3.79
Bicycle LOS	D	D	C	D

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	77	2184	38	4	2479	18	86	13	19	7	10	117
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		0.95	1.00		0.92	1.00		1.00	1.00		0.91
Parking Bus Adj	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	1743	1743	1743	1743	1743	1743	1900	1900	1900	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Lane Assignment												
Cap, veh/h	109	2915	71	36	2747	29	159	26	37	17	21	168
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.07	0.61	0.61	0.02	0.57	0.57	0.12	0.12	0.12	0.13	0.13	0.13
Ln Grp Delay, s/veh	113.2	30.6	33.3	90.3	58.3	67.6	115.0	0.0	0.0	128.6	0.0	0.0
Ln Grp LOS	F	C	C	F	E	E	F			F		
Approach Vol, veh/h		2524			2757			204			196	
Approach Delay, s/veh		34.5			61.6			115.0			128.6	
Approach LOS		C			E			F			F	

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	12.0	2.0	4.0		
Phs Duration (G+Y+Rc), s	9.0	118.2	28.1	30.0	17.2	110.0		
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0		
Max Allow Headway (MAH), s	3.7	4.9	5.2	5.6	3.7	4.9		
Max Green (Gmax), s	16.0	100.0	25.0	25.0	16.0	105.0		
Max Q Clear (g_c+I1), s	2.4	74.1	22.9	25.6	12.2	105.9		
Green Ext Time (g_e), s	0.0	25.7	0.2	0.0	0.1	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)	0.00	0.99	1.00	1.00	0.88	1.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1660		1277	125	1660			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		4772	210	156		4850		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		116	297	1246		51		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	4	0	204	196	92	0	0	0
Grp Sat Flow (s), veh/h/ln	1660	0	1784	1527	1660	0	0	0
Q Serve Time (g_s), s	0.4	0.0	20.9	23.6	10.2	0.0	0.0	0.0

Cycle Q Clear Time (g_c), s	0.4	0.0	20.9	23.6	10.2	0.0	0.0	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	0.72	0.08	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	36	0	223	206	109	0	0	0
V/C Ratio (X)	0.11	0.00	0.92	0.95	0.84	0.00	0.00	0.00
Avail Cap (c_a), veh/h	143	0	241	206	143	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	88.9	0.0	80.1	79.6	85.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	34.9	49.0	27.6	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	90.3	0.0	115.0	128.6	113.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	9.8	9.5	4.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.2	2.8	0.8	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	12.0	12.3	5.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.66	2.93	1.89	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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1575	0	0	0	1778	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	71.1	0.0	0.0	0.0	102.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	71.1	0.0	0.0	0.0	102.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1938	0	0	0	1797	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.00	0.00	0.99	0.00	0.00
Avail Cap (c_a), veh/h	0	1938	0	0	0	1797	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	27.9	0.0	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	0.0	18.7	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	30.6	0.0	0.0	0.0	58.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	27.8	0.0	0.0	0.0	40.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	4.7	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	28.5	0.0	0.0	0.0	44.9	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	2.01	0.00	0.00	0.00	4.22	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		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	857	0	0	0	975	0	0
Grp Sat Flow (s), veh/h/ln	0	1716	0	0	0	1729	0	0
Q Serve Time (g_s), s	0.0	72.1	0.0	0.0	0.0	103.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	72.1	0.0	0.0	0.0	103.9	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	0.07	0.17	0.82	0.00	0.03	0.00	0.00
Lane Grp Cap (c), veh/h	0	1048	0	0	0	979	0	0
V/C Ratio (X)	0.00	0.82	0.00	0.00	0.00	1.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1048	0	0	0	979	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	28.1	0.0	0.0	0.0	40.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.2	0.0	0.0	0.0	27.6	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	33.3	0.0	0.0	0.0	67.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	30.2	0.0	0.0	0.0	44.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.0	0.0	0.0	7.5	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	31.8	0.0	0.0	0.0	52.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.24	0.00	0.00	0.00	4.91	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 2010 Ctrl Delay		53.8						
HCM 2010 LOS		D						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	77	2184	38	4	2479	18	86	13	19	7	10	117
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.92	1.00		1.00	1.00		0.91
Parking Bus Adj	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	174.3	174.3	174.3	174.3	174.3	174.3	190.0	190.0	190.0	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Cap, veh/h	109	2915	71	36	2747	29	159	26	37	17	21	168
Arrive On Green	0.07	0.61	0.61	0.02	0.57	0.57	0.12	0.12	0.12	0.13	0.13	0.13
Sat Flow, veh/h	1660	4772	116	1660	4850	51	1277	210	297	125	156	1246
Grp Volume(v), veh/h	92	1575	857	4	1778	975	204	0	0	196	0	0
Grp Sat Flow(s),veh/h/ln	1660	1586	1716	1660	1586	1729	1784	0	0	1527	0	0
Q Serve(g_s), s	10.2	71.1	72.1	0.4	102.4	103.9	20.9	0.0	0.0	23.6	0.0	0.0
Cycle Q Clear(g_c), s	10.2	71.1	72.1	0.4	102.4	103.9	20.9	0.0	0.0	23.6	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.03	0.72		0.17	0.08		0.82
Lane Grp Cap(c), veh/h	109	1938	1048	36	1797	979	223	0	0	206	0	0
V/C Ratio(X)	0.84	0.81	0.82	0.11	0.99	1.00	0.92	0.00	0.00	0.95	0.00	0.00
Avail Cap(c_a), veh/h	143	1938	1048	143	1797	979	241	0	0	206	0	0
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	85.6	27.9	28.1	88.9	39.6	40.0	80.1	0.0	0.0	79.6	0.0	0.0
Incr Delay (d2), s/veh	27.6	2.8	5.2	1.4	18.7	27.6	34.9	0.0	0.0	49.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	5.3	28.5	31.8	0.2	44.9	52.2	12.0	0.0	0.0	12.3	0.0	0.0
Lane Grp Delay (d), s/veh	113.2	30.6	33.3	90.3	58.3	67.6	115.0	0.0	0.0	128.6	0.0	0.0
Lane Grp LOS	F	C	C	F	E	E	F			F		
Approach Vol, veh/h		2524			2757			204			196	
Approach Delay, s/veh		34.5			61.6			115.0			128.6	
Approach LOS		C			E			F			F	

Timer												
Assigned Phs	5	2		1	6			8			4	
Phs Duration (G+Y+Rc), s	17.2	118.2		9.0	110.0			28.1			30.0	
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0			5.0			5.0	
Max Green Setting (Gmax), s	16.0	100.0		16.0	105.0			25.0			25.0	
Max Q Clear Time (g_c+I1), s	12.2	74.1		2.4	105.9			22.9			25.6	
Green Ext Time (p_c), s	0.1	25.7		0.0	0.0			0.2			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	85.9	100.1	32.5	32.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	4	8	2	6
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	95.5	95.5	95.5	95.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.79	3.72	1.92	1.95
Pedestrian Crosswalk LOS	D	D	A	A

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2524	2757	204	196
Effct. Green for Bike (s)	122.1	105.5	22.0	16.6
Cross Street Width (ft)	32.5	32.0	100.1	85.9
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1279	1105	230	174
Bicycle Delay (s/bike)	12.4	19.1	74.8	79.6
Bicycle Compliance	Fair	Fair	Poor	Poor
Bicycle LOS Score	3.45	3.57	2.57	2.34
Bicycle LOS	C	D	B	B

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	24	32	31	15	67	24	30	41	31	26	119	50
Peak Hour Factor	0.64	0.66	0.81	0.65	0.70	0.64	0.56	0.83	0.60	0.69	0.79	0.86
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	37	48	38	23	96	37	54	49	52	38	151	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.4	9.2	10.1
HCM LOS	A	A	A	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	29%	14%	28%	13%
Vol Thru, %	40%	63%	37%	61%
Vol Right, %	30%	23%	36%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	106	87	195
LT Vol	41	67	32	119
Through Vol	31	24	31	50
RT Vol	30	15	24	26
Lane Flow Rate	155	156	124	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.208	0.216	0.172	0.324
Departure Headway (Hd)	4.843	4.976	4.971	4.727
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	716	714	754
Service Time	2.915	3.05	3.048	2.791
HCM Lane V/C Ratio	0.211	0.218	0.174	0.326
HCM Control Delay	9.2	9.4	9.1	10.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.8	0.8	0.6	1.4

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	191	122	171	56	70	112	26	502	44	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		0.94	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1827	1827	1827	1827	1827	1827	1827	1827	1827			
Lanes	0	2	0	0	1	1	0	2	0			
Lane Assignment												
Cap, veh/h	90	258	377	248	218	656	97	1355	116			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Prop Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44			
Ln Grp Delay, s/veh	801.0	0.0	19.3	56.4	0.0	14.6	17.5	0.0	17.0			
Ln Grp LOS	F		B	E		B	B		B			
Approach Vol, veh/h		563			294			667				
Approach Delay, s/veh		347.0			37.2			17.3				
Approach LOS		F			D			B				

Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4				8			
Case No			12.0		8.0				7.0			
Phs Duration (G+Y+Rc), s			40.0		40.0				40.0			
Change Period (Y+Rc), s			5.0		5.0				5.0			
Max Allow Headway (MAH), s			5.2		5.1				5.1			
Max Green (Gmax), s			35.0		35.0				35.0			
Max Q Clear (g_c+I1), s			12.9		37.0				37.0			
Green Ext Time (g_e), s			4.1		0.0				0.0			
Prob of Phs Call (p_c)			1.00		1.00				1.00			
Prob of Max Out (p_x)			0.04		1.00				1.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7				3			
Mvmt Sat Flow, veh/h			221		0				412			
Through Movement Data												
Assigned Mvmt			2		4				8			
Mvmt Sat Flow, veh/h			3098		590				498			
Right-Turn Movement Data												
Assigned Mvmt			12		14				18			
Mvmt Sat Flow, veh/h			265		861				1500			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	0	0	3			
Lane Assignment			L+T		L+T				L+T			
Lanes in Grp		0	1	0	1	0	0	0	1			
Grp Vol (v), veh/h		0	353	0	236	0	0	0	159			
Grp Sat Flow (s), veh/h/ln		0	1816	0	0	0	0	0	910			
Q Serve Time (g_s), s		0.0	10.9	0.0	0.0	0.0	0.0	0.0	21.9			

Cycle Q Clear Time (g_c), s	0.0	10.9	0.0	35.0	0.0	0.0	0.0	35.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1187	0	0	0	1050
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	35.0	0.0	0.0	0.0	35.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	0.00	0.12	0.00	1.00	0.00	0.00	0.00	0.51
Lane Grp Cap (c), veh/h	0	794	0	90	0	0	0	466
V/C Ratio (X)	0.00	0.44	0.00	2.62	0.00	0.00	0.00	0.34
Avail Cap (c_a), veh/h	0	794	0	90	0	0	0	466
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.7	0.0	40.0	0.0	0.0	0.0	54.5
Incr Delay (d2), s/veh	0.0	1.8	0.0	761.0	0.0	0.0	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.5	0.0	801.0	0.0	0.0	0.0	56.4
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	1.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	19.0	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.7	0.0	20.8	0.0	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.33	0.00	1.16	0.00	0.00	0.00	0.04
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	36.5	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	0.7	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	0	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
%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	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	0	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	314	0	327	0	0	0	135
Grp Sat Flow (s), veh/h/ln	0	1768	0	1451	0	0	0	1500
Q Serve Time (g_s), s	0.0	9.7	0.0	13.1	0.0	0.0	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	9.7	0.0	13.1	0.0	0.0	0.0	4.5
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	0.15	0.00	0.59	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	773	0	635	0	0	0	656
V/C Ratio (X)	0.00	0.41	0.00	0.52	0.00	0.00	0.00	0.21
Avail Cap (c_a), veh/h	0	773	0	635	0	0	0	656
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.4	0.0	16.3	0.0	0.0	0.0	13.9
Incr Delay (d2), s/veh	0.0	1.6	0.0	3.0	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.0	0.0	19.3	0.0	0.0	0.0	14.6
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	4.3	0.0	0.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.5	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	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	4.8	0.0	0.0	0.0	1.6
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.27	0.00	0.00	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		142.9						
HCM 2010 LOS		F						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	191	122	171	56	70	112	26	502	44	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.94	0.98		0.97	1.00		0.96			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7	182.7			
Lanes	0	2	0	0	1	1	0	2	0			
Cap, veh/h	90	258	377	248	218	656	97	1355	116			
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44			
Sat Flow, veh/h	0	590	861	412	498	1500	221	3098	265			
Grp Volume(v), veh/h	236	0	327	159	0	135	353	0	314			
Grp Sat Flow(s),veh/h/ln	0	0	1451	910	0	1500	1816	0	1768			
Q Serve(g_s), s	0.0	0.0	13.1	21.9	0.0	4.5	10.9	0.0	9.7			
Cycle Q Clear(g_c), s	35.0	0.0	13.1	35.0	0.0	4.5	10.9	0.0	9.7			
Prop In Lane	1.00		0.59	0.51		1.00	0.12		0.15			
Lane Grp Cap(c), veh/h	90	0	635	466	0	656	794	0	773			
V/C Ratio(X)	2.62	0.00	0.52	0.34	0.00	0.21	0.44	0.00	0.41			
Avail Cap(c_a), veh/h	90	0	635	466	0	656	794	0	773			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	0.0	16.3	54.5	0.0	13.9	15.7	0.0	15.4			
Incr Delay (d2), s/veh	761.0	0.0	3.0	2.0	0.0	0.7	1.8	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	20.8	0.0	4.8	0.3	0.0	1.6	4.7	0.0	4.1			
Lane Grp Delay (d), s/veh	801.0	0.0	19.3	56.4	0.0	14.6	17.5	0.0	17.0			
Lane Grp LOS	F		B	E		B	B		B			
Approach Vol, veh/h		563			294			667				
Approach Delay, s/veh		347.0			37.2			17.3				
Approach LOS		F			D			B				

Timer			
Assigned Phs	4	8	2
Phs Duration (G+Y+Rc), s	40.0	40.0	40.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	35.0	35.0	35.0
Max Q Clear Time (g_c+I1), s	37.0	37.0	12.9
Green Ext Time (p_c), s	0.0	0.0	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	142.9
HCM 2010 LOS	F

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	36.5	48.2	47.9	50.0
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	4	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	40.0	40.0	40.0	40.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.20	2.27	2.40	2.41
Pedestrian Crosswalk LOS	B	B	B	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	563	294	667	0
Effct. Green for Bike (s)	35.0	35.0	35.0	0.0
Cross Street Width (ft)	47.9	50.0	48.2	36.5
Through Lanes Number	2	1	2	0
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	875	875	875	0
Bicycle Delay (s/bike)	12.7	12.7	12.7	0.0
Bicycle Compliance	Fair	Fair	Fair	
Bicycle LOS Score	2.76	2.81	2.85	0.00
Bicycle LOS	C	C	C	

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.968	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	7	7	7	7
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	0	0	0
HCM LOS	-	-	-

Lane	NELn1	NWLn1	SELn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0
LT Vol	0	0	0
Through Vol	0	0	0
RT Vol	0	0	0
Lane Flow Rate	0	0	0
Geometry Grp	1	1	1
Degree of Util (X)	0	0	0
Departure Headway (Hd)	3.968	3.968	3.968
Convergence, Y/N	Yes	Yes	Yes
Cap	0	0	0
Service Time	1.968	1.968	1.968
HCM Lane V/C Ratio	0	0	0
HCM Control Delay	7	7	7
HCM Lane LOS	N	N	N
HCM 95th-tile Q	0	0	0

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	24	2178	8	6	2343	21	69	29	23	31	13	86
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1827	1900	1827	1827	1900	1827
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Lane Assignment												
Cap, veh/h	130	2773	11	142	2756	25	102	27	414	103	26	414
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Prop Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Ln Grp Delay, s/veh	32.4	16.3	20.3	22.9	21.3	27.4	60.3	0.0	16.5	23.3	0.0	17.4
Ln Grp LOS	C	B	C	C	C	C	E		B	C		B
Approach Vol, veh/h		2402			2577			132			141	
Approach Delay, s/veh		17.9			23.4			52.0			19.4	
Approach LOS		B			C			D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		7.0		6.0		7.0
Phs Duration (G+Y+Rc), s		39.0		21.0		39.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Allow Headway (MAH), s		4.9		4.7		4.9		4.7
Max Green (Gmax), s		34.0		16.0		34.0		16.0
Max Q Clear (g_c+I1), s		30.7		18.0		36.0		18.0
Green Ext Time (g_e), s		3.3		0.0		0.0		0.0
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		1.00		1.00		1.00		1.00
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		138		0		114		0
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		4864		101		4894		98
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		44		1553		19		1553
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T		L		L+T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	7	0	107	0	26	0	48
Grp Sat Flow (s), veh/h/ln	0	138	0	101	0	114	0	98
Q Serve Time (g_s), s	0.0	2.7	0.0	0.0	0.0	5.3	0.0	0.0

Cycle Q Clear Time (g_c), s	0.0	27.1	0.0	16.0	0.0	34.0	0.0	16.0
Perm LT Sat Flow (s_l), veh/h/ln	0	138	0	1307	0	114	0	1368
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	34.0	0.0	16.0	0.0	34.0	0.0	16.0
Perm LT Serve Time (g_u), s	0.0	9.6	0.0	0.0	0.0	5.3	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	2.7	0.0	0.0	0.0	5.3	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.8
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.70	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	142	0	129	0	130	0	129
V/C Ratio (X)	0.00	0.05	0.00	0.83	0.00	0.20	0.00	0.37
Avail Cap (c_a), veh/h	0	142	0	129	0	130	0	129
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	22.3	0.0	26.1	0.0	29.0	0.0	21.5
Incr Delay (d2), s/veh	0.0	0.7	0.0	34.2	0.0	3.4	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	22.9	0.0	60.3	0.0	32.4	0.0	23.3
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	1.5	0.0	0.4	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.2	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	0.1	0.0	2.7	0.0	0.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.14	0.00	0.13	0.00	0.04
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	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1660	0	0	0	1534	0	0
Grp Sat Flow (s), veh/h/ln	0	1586	0	0	0	1586	0	0
Q Serve Time (g_s), s	0.0	28.5	0.0	0.0	0.0	24.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.5	0.0	0.0	0.0	24.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1798	0	0	0	1798	0	0
V/C Ratio (X)	0.00	0.92	0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap (c_a), veh/h	0	1798	0	0	0	1798	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	11.8	0.0	0.0	0.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.5	0.0	0.0	0.0	5.4	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	21.3	0.0	0.0	0.0	16.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	0.0	0.0	6.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.4	0.0	0.0	0.0	1.3	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	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.4	0.0	0.0	0.0	8.2	0.0	0.0

%ile Storage Ratio (RQ%)	0.00	0.44	0.00	0.00	0.00	0.77	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		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	910	0	25	0	842	0	93
Grp Sat Flow (s), veh/h/ln	0	1735	0	1553	0	1740	0	1553
Q Serve Time (g_s), s	0.0	28.7	0.0	0.7	0.0	24.4	0.0	2.8
Cycle Q Clear Time (g_c), s	0.0	28.7	0.0	0.7	0.0	24.4	0.0	2.8
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	0.03	0.00	1.00	0.00	0.01	0.00	1.00
Lane Grp Cap (c), veh/h	0	983	0	414	0	986	0	414
V/C Ratio (X)	0.00	0.93	0.00	0.06	0.00	0.85	0.00	0.22
Avail Cap (c_a), veh/h	0	983	0	414	0	986	0	414
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	11.8	0.0	16.4	0.0	10.9	0.0	17.2
Incr Delay (d2), s/veh	0.0	15.6	0.0	0.1	0.0	9.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.4	0.0	16.5	0.0	20.3	0.0	17.4
1st-Term Q (Q1), veh/ln	0.0	8.8	0.0	0.2	0.0	7.5	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	4.2	0.0	0.0	0.0	2.6	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	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	0.2	0.0	10.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.56	0.00	0.13	0.00	0.94	0.00	0.34
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		21.5						
HCM 2010 LOS		C						
Notes								

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	24	2178	8	6	2343	21	69	29	23	31	13	86
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	174.3	174.3	174.3	174.3	174.3	174.3	182.7	190.0	182.7	182.7	190.0	182.7
Lanes	1	3	0	1	3	0	0	1	1	0	1	1
Cap, veh/h	130	2773	11	142	2756	25	102	27	414	103	26	414
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	114	4894	19	138	4864	44	0	101	1553	0	98	1553
Grp Volume(v), veh/h	26	1534	842	7	1660	910	107	0	25	48	0	93
Grp Sat Flow(s),veh/h/ln	114	1586	1740	138	1586	1735	101	0	1553	98	0	1553
Q Serve(g_s), s	5.3	24.3	24.4	2.7	28.5	28.7	0.0	0.0	0.7	0.0	0.0	2.8
Cycle Q Clear(g_c), s	34.0	24.3	24.4	27.1	28.5	28.7	16.0	0.0	0.7	16.0	0.0	2.8
Prop In Lane	1.00		0.01	1.00		0.03	0.70		1.00	0.71		1.00
Lane Grp Cap(c), veh/h	130	1798	986	142	1798	983	129	0	414	129	0	414
V/C Ratio(X)	0.20	0.85	0.85	0.05	0.92	0.93	0.83	0.00	0.06	0.37	0.00	0.22
Avail Cap(c_a), veh/h	130	1798	986	142	1798	983	129	0	414	129	0	414
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	10.9	10.9	22.3	11.8	11.8	26.1	0.0	16.4	21.5	0.0	17.2
Incr Delay (d2), s/veh	3.4	5.4	9.3	0.7	9.5	15.6	34.2	0.0	0.1	1.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	8.2	10.0	0.1	10.4	13.1	2.7	0.0	0.2	0.5	0.0	1.0
Lane Grp Delay (d), s/veh	32.4	16.3	20.3	22.9	21.3	27.4	60.3	0.0	16.5	23.3	0.0	17.4
Lane Grp LOS	C	B	C	C	C	C	E		B	C		B
Approach Vol, veh/h		2402			2577			132			141	
Approach Delay, s/veh		17.9			23.4			52.0			19.4	
Approach LOS		B			C			D			B	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		39.0			39.0			21.0			21.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		34.0			34.0			16.0			16.0	
Max Q Clear Time (g_c+I1), s		36.0			30.7			18.0			18.0	
Green Ext Time (p_c), s		0.0			3.3			0.0			0.0	

Intersection Summary												
HCM 2010 Ctrl Delay			21.5									
HCM 2010 LOS			C									

Notes

Approach	SE	NW	NE	SW
Crosswalk Length (ft)	84.4	84.1	44.0	44.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	7	7	3	3
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	45	45	35	35
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	30.0	30.0	30.0	30.0
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	3.66	3.63	2.00	2.02
Pedestrian Crosswalk LOS	D	D	A	B

Approach	SE	NW	NE	SW
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2402	2577	132	141
Effct. Green for Bike (s)	39.2	39.2	8.9	8.9
Cross Street Width (ft)	44.0	44.1	84.1	84.4
Through Lanes Number	3	3	1	1
Through Lane Width (ft)	12.0	12.0	16.0	16.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1307	1307	297	297
Bicycle Delay (s/bike)	3.6	3.6	21.8	21.8
Bicycle Compliance	Good	Good	Fair	Fair
Bicycle LOS Score	3.55	3.65	2.21	2.23
Bicycle LOS	D	D	B	B