APPENDIX G: TRANSPORTATION STUDY

Fehr & Peers,
Santa Monica College Arts Complex Transportation Assessment Memorandum,
City of Santa Monica, CA 90405
April 29, 2020

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FEHR PEERS

Memorandum

Date: April 29, 2020

To: Charlie Yen, Santa Monica College

From: Catrina Meyer and Netai Basu, Fehr & Peers

Subject: Santa Monica College Arts Complex Transportation Impact Assessment

LA20-3167

This technical memorandum documents the traffic impact analysis conducted by Fehr & Peers to evaluate the potential traffic impacts of replacing and consolidating the existing Arts Complex on the Santa Monica College (SMC) Main Campus and Airport Campus with a new facility at 14th Street and Pico Boulevard.

Project Description

The proposed Arts Complex would occupy a site on the southeast corner of the intersection of Pico Boulevard & 14th Street that currently contains a College visitor/staff/general parking lot (Lot 6) and the site of the former YWCA. The Project would consolidate SMC programs currently on the Main Campus and the Airport Arts Campus to this new site. The Project will have a total size of 20,720 assignable square feet (ASF), which is equivalent to the combined total size of the two facilities that it would replace. There will be approximately 20 general purpose parking spaces included on the Project site, as well as parking for bicycles. The Project will not expand arts programs, rather, the Project will relocate and replace the existing programs from the Main Campus and the Airport Arts Campus, as the total ASF would remain unchanged.

The site plan and the parking layout for the Project are currently under development. The three possible site access alternatives are listed below. The first driveway alternative, a driveway on Pico Boulevard with an emergency driveway on 14th Street has been identified as the preferred alternative. The Pico Boulevard driveway is a right-in/right-out only driveway and the 14th Street emergency driveway is full-access. Where the 14th Street driveway is analyzed for non-emergency access, it is also considered full-access.

1. Via only Pico Boulevard, similar to existing access at Lot 6
2. Via only 14th Street

3. Via both Pico Boulevard and 14th Street

The Project is expected to be completed in the year 2024. Figure 1 shows the conceptual site plan for the project.

Study Scope

This study evaluates the potential for project-generated traffic impacts on the street system surrounding the Project site. Peak hour traffic impacts for the Project were evaluated during typical weekday morning (7:30 to 9:30 AM) and weekday afternoon (5:00 to 7:00 PM) peak periods. The following traffic scenarios were analyzed in the study:

- Existing (2020) Conditions – This analysis of existing weekday traffic conditions uses 2017 and 2019 traffic volumes and adjusted for 2020 conditions using a 0.8% annual growth factor. The existing conditions provide a basis for the assessment of future traffic conditions. The existing conditions section includes a description of area streets and highways, local transit service, active transportation facilities, traffic volumes, and current intersection operating conditions.
- Existing (2020) plus Project Conditions – This analysis identifies the potential incremental impacts of the proposed Project on existing conditions by adding the estimated shifts in traffic related to the proposed Project.
- Cumulative Base (Year 2024) Conditions – This scenario projects the future traffic growth and intersection operating conditions that could be expected from local and regional growth in the vicinity of the Project site by year 2024. These analyses provided the future "baseline" conditions by which Project impacts were evaluated.
- Cumulative (Year 2024) plus Project Conditions – This analysis identifies the potential incremental impacts of the proposed Project on future traffic operating conditions by adding the shifts in traffic expected to be generated by the Project to the cumulative base traffic forecasts.

For the two "plus Project" scenarios all three driveway scenarios listed in the previous section are analyzed. The study examines five intersections and one segment in the vicinity of the project. The study locations are listed below and illustrated in Figure 2. The proposed Project and the geographic scope of the analysis were discussed with and confirmed by SMC staff.

Intersections

1. 14th Street & Pico Boulevard
2. 16th Street & Pico Boulevard
3. 17th Street & Pico Boulevard
4. 18th Court Street & Pico Boulevard
5. 14th Street & Pearl Street

Segments

1. 14th Street south of Bay Street

Existing Transportation Conditions

Existing Highway and Street System

This section details vehicle access to the site and surrounding street activity.

Surrounding Streets and Freeways

The SMC Main Campus is roughly the shape of a rectangle, bordered by Pico Boulevard on the north, a parking lot (separated from 20th Street by a row of houses) on the east, Pearl Street on the south, and 16th Street on the west. The Project site is located west of this rectangle on the south east corner of the intersection of Pico Boulevard & 14th Street.

The site is located one mile away from Interstate 10. Due to their proximity, the on- and off-ramps located at Lincoln Boulevard, 20th Street, and Cloverfield Boulevard are most likely to be used by people accessing the site.

Pico Boulevard is located in front of the Project site, it is an arterial east-west street that continues to the beach in the west and to Downtown Los Angeles in the east. Pico Boulevard is classified as a Boulevard in the City's General Plan and has a speed limit of 25 mph on this segment, which consists of two travel lanes in each direction, with a mix of designated turn pockets, center left turn lanes, and medians in the center of the road.

Pearl Street is the first through street located south of the site. Pearl Street is classified as a Neighborhood Street in the City's General Plan and has one lane in each direction of travel, separated by a double yellow line and an occasional left turn pocket. Pearl Street is the southern edge of the Main Campus.

14th Street is located immediately to the west of the Project site. It is classified as an Avenue Minor in the City's General Plan and provides one lane in each direction. North of the Project site 14th Street has a bike lane in each direction, south of the Project site there is a bike lane in the southbound direction and a Class III bike facility in the northbound direction.

Bay Street is a residential street located immediately south of the Project site. It is classified as a Neighborhood Street in the City's General Plan and provides one lane in each direction. The segment of Bay Street between 14th Street and 16th Street is only accessible by vehicle from 14th Street.

Existing lane configurations at the study intersections are illustrated in Figure 3.

Existing Public Transit Service

Santa Monica Big Blue Bus Service

Santa Monica Big Blue Bus normally operates seven weekday routes, two of which also operate on the weekends, that have stops near the Main Campus. At the time this is written, service has been temporarily reduced due to the local and national health crisis. Bus frequency varies throughout the day, but generally is highest in the mornings and evenings. See the table below for a list of the routes offered by Big Blue Bus, including their stops and approximate service hours and headways. Figure 4 shows the transit service in the vicinity of the Project site.

Table 1 – Big Blue Bus Service

Big Blue Bus Route	Services	Direction	Stops	Service Hours (approx.)	Peak Hours (approx.)	Peak Hour Headway (approx.)	Off Peak Headway (approx.)
Weekday Service							
7	Downtown Santa Monica – Wilshire/Western Purple Line Station	East-bound	Pico & 17th St Pico & 18th Ct Pico & 20th St	5:00 AM to 12:00 AM	5:30 AM to 9:45 PM	Every 15 minutes	Every 20 minutes
		West-bound	Pico & 20th St Pico & 18th Ct Pico & 17th St	5:40 AM to 12:10 AM	7:10 AM to 9:55 PM	Every 15 minutes	At least every 20 minutes
7 Rapid	Downtown Santa Monica – Wilshire/Western Purple Line Station	East-bound	Pico & 18th Ct	6:45 AM to 7:30 PM	6:45 AM to 6:15 PM	At least every 15 minutes	Every 20 minutes
		West-bound	Pico & 18th Ct	6:50 AM to 7:15 PM	Full service hours	At least every 15 minutes	-
16	Wilshire/Bundy – Marina Del Rey	North-bound	20th & Pearl 20th & Pico	6:45 AM to 6:45 PM	8:00 AM to 2:15 PM	At least every 25 minutes	Every 30 minutes
		South-bound	20th & Pico 20th & Pearl	7:25 AM to 6:25 PM	7:50 AM to 3:00 PM	At least every 25 minutes	Every 30 minutes
41/42	Opposite directions on loop centered on 17th Street/SMC Expo Line	Clock-wise/ Route 41	Pico & 20th St Pico & 18th Ct Pico & 16th St	6:20 AM to 7:25 PM	Full service hours	Every 20 minutes	-

Big Blue Bus Route	Services	Direction	Stops	Service Hours (approx.)	Peak Hours (approx.)	Peak Hour Headway (approx.)	Off Peak Headway (approx.)
	Station, extends from Montana to Santa Monica College	Counter-clock-wise/ Route 42	Pico & 16th St Pico & 18th Ct Pico & 20th St	7:20 AM to 8:00 PM	Full service hours	Every 20 minutes	-
43	Brentwood – Santa Monica College	North-bound	Pico & 16th St Pico & 18th Ct Pico & 20th St	6:20 AM to 5:55 PM	6:20 AM to 10:15 AM & 3:25 PM to 5:55 PM	About every 30 minutes	Bus at 1:45 PM & 2:45 PM
		South-bound	Pico & 20th St Pico & 18th Ct Pico & 16th St	7:10 AM to 6:45 PM	7:10 AM to 10:35 AM & 2:50 PM to 6:45 PM	About every 30 minutes	Bus at 1:40 PM
44	17th Street/SMC Expo Line Station – Santa Monica College Bundy Campus	East-bound	Pearl & 17th St	7:05 AM to 6:20 PM	Full service hours	At least every 15 minutes	-
		West-bound	Pearl & 17th St	7:05 AM to 6:10 PM	Full service hours	At least every 15 minutes	-
Weekend Service							
7	Downtown Santa Monica – Wilshire/Western Purple Line Station	East-bound	Pico & 17th St Pico & 18th Ct Pico & 20th St	5:40 AM to 12:40 AM	6:30 AM to 7:25 PM	Every 15 minutes	At least every 20 minutes
		West-bound	Pico & 20th St Pico & 18th Ct Pico & 17th St	6:05 AM to 12:08 AM	7:40 AM to 8:35 PM	About every 15 minutes	At least every 20 minutes
41	Clockwise loop centered on 17th Street/SMC Expo Line Station, extends from Montana to Santa Monica College	Clock-wise (Route 42 not offered on wknd)	Pico & 20th St Pico & 18th Ct Pico & 16th St	8:15 AM to 6:50 PM	Full service hours	At least every 30 minutes	-

Source: https://www.bigbluebus.com/

Metro Expo (E) Line

Los Angeles County Metropolitan Transit Agency (Metro), operates the Expo (E) Line between Downtown Santa Monica and Downtown Los Angeles, with the 17th Street/SMC stop less than a fifteen-minute walk from campus at the intersection of 17th Street & Colorado Avenue. See the table below for service hours and headways.

Table 2 – Metro Rail Service

Expo Line Services	Early Morning Hours	Early Morning Frequency	Peak Hours	Peak Hour Frequency	Midday/ Evening Hours	Midday Frequency	Late Night Hours	Late Night Frequency
Weekday Service	4:35 AM to 6:45 AM	About every 15 minutes	6:45 AM to 8:30 AM & 2:00 PM to 6:10 PM	At least every 8 minutes	8:30 AM to 2:00 PM & 6:10 PM to 8:00 PM	About every 12 minutes	8:00 PM to 1:00 AM	Every 20 minutes & Fridays at 1:20 AM & 1:40 AM
Weekend Service	4:35 AM to 7:30 AM	About every 20 minutes	7:30 AM to 8:20 PM	About every 12 minutes	-	-	8:20 PM to 1:00 AM (EB) or 1:40 AM (WB)	About every 20 minutes & 1:20/1:40am (Sat, WB) & 2:00/2:20am (Sat, EB)

Source: https://www.bigbluebus.com/

Existing Active Transportation

Pedestrian

Pedestrian access to the Project site is available on both the Pico Boulevard and 14th Street sides of the Project site, with the primary access being on Pico Boulevard. Both streets have fully improved sidewalks in excellent condition. The signalized study intersections each have standard crosswalks on all legs, except for Pico Boulevard & 18th Court, where there is no crosswalk on the east leg of Pico Boulevard. The intersection at Pearl Street & 14th Street is a four-way stop-controlled intersection with continental crosswalks.

Bicycle

Several bicycle facilities serve the SMC Main Campus. Pico Boulevard is marked with sharrows on the segments east and west of 16th Street. There is an eastbound green Class II bike lane on Pearl Street adjacent to the Main Campus, from 20th Street to 16th Street, the bike lane continues further east past 14th Street, but it is not green. In the westbound direction adjacent to campus

there are shared lane markings (i.e., sharrows) from Lot 1 to 17th Street and there is a green Class II bike lane from 17th Street to 16th Street, and past 16th Street as a standard Class II facility. 14th Street has a bike lane in each direction north of the Project site, south of the Project site there is a bike lane in the southbound direction and a Class III bike facility in the northbound direction.

Existing Traffic Volumes and Levels of Service

Five intersections in the vicinity of the Project site were analyzed in this study.

Existing Volumes

The existing baseline year for this study is 2020. Weekday morning and afternoon intersection peak period traffic counts for four of the intersections were collected in November 2017. These counts were supplemented by traffic counts at Pearl Street & 17th Street collected in December 2019. For the peak periods, counts were taken between 7:30 and 9:30 AM in the morning, and 5:00 and 7:00 PM in the afternoon. The traffic counts are included in Attachment B.

To adjust these counts to the existing year (2020) the volumes were assumed to increase at a rate of 0.8% per year. This study was conducted without the use of the City's Travel Demand Forecasting Model (TDFM). Traffic studies conducted in the City of Santa Monica prior to the development of the City's TDFM used this annual growth rate for forecasting. This growth rate is considered conservative in that the traffic growth factor for the 2020-2025 period for the Santa Monica area in the "Congestion Management Program for Los Angeles County" (LA Metro, 2010) is considerably lower (1% in all, or 0.2% per year). Furthermore, growth in traffic volume on streets in the area south of I-10, as shown in a recent EIR published by the City for St. John's Health Center[1], was reviewed. This analysis shows a general decrease in volumes on Pico Boulevard in the vicinity of the Project. Overall, the method for estimating growth is conservative and reflects how growth in traffic volume was estimated before the Santa Monica TDFM.

The resulting 2020 intersection volumes are illustrated in Figure 3 and, for the purpose of this study, represent Existing Conditions. Traffic patterns in the study area are highly influenced by commuter traffic, which is heaviest eastbound/westbound on Pico Boulevard in the morning and afternoon peak periods.

Level of Service Methodology – Intersections

For this study SMC has elected to follow the City of Santa Monica's significance criteria based on LOS and vehicle delay at intersections. The City is in the process of updating their thresholds and methodology for analyzing transportation impacts, as discussed in more detail in the VMT

[1] Draft Environmental Impact Report for the Providence Saint John's Health Center Phase II Project, https://www.smgov.net/uploadedFiles/Departments/PCD/Environmental-Reports/Notice%20of%20Availability%20of%20DEIR(7).pdf. Accessed March 2020.

Assessment section of the memo. In accordance with the City's adopted impact analysis criteria, the "Operational Analysis" method from the Highway Capacity Manual (HCM) was employed to perform intersection LOS analysis at all intersections.

The HCM 6th Edition operational method determines two key operating characteristics of signalized intersections. The first characteristic is the average stopped delay experienced per vehicle. The second is the volume-to-capacity (V/C) ratio at intersections. Both metrics are based on the amount of traffic traveling through the intersection, the turning movements of that traffic, the lane geometries, and other factors affecting capacity. These characteristics are used to evaluate the operation of each signalized intersection, which is described generally in terms of level of service (LOS).

LOS categories range from excellent, nearly free-flow traffic at LOS A, to overloaded, stop-and-go conditions at LOS F. Table 3 provides LOS definitions for signalized intersections using the HCM methodology. The LOS definitions for the stop-controlled intersections are provided in Table 4. The LOS definitions and ranges of delay shown in these table represent average conditions for all vehicles at an intersection across an entire hour. Delays longer than the average condition are experienced by motorists on certain movements and/or during peak times within the peak hour.

All but one of the four study intersections are signalized. The intersection of Pearl Street & 14th Street is a four-way stop-controlled intersection. All the signalized intersections are classified as arterial intersections. The City of Santa Monica's adopted criteria have designated LOS D as the minimum desirable LOS at arterial intersections. The minimum desirable LOS – the design condition – allows for some queuing and delays at intersections during peak periods. At intersections operating at an undesirable LOS, delays and queuing are greater than what is considered acceptable.

LOS is calculated using the traffic analysis software – Synchro.

Existing Levels of Service – Intersections

The results of the analysis of existing weekday AM and PM peak hour conditions at the study intersections using the HCM methodology are summarized in Table 5. As shown, each of the five study intersections currently operates at LOS D or better in the analyzed peak hours under the existing conditions scenario.

Traffic Forecasts

Project Trip Generation Estimates

The Project is not expected to generate any new trips for Santa Monica College as a whole. The Project would not add classroom space, nor increase student enrollment or staffing. It is intended to improve and consolidate existing classroom space in a new facility located adjacent to the Main Campus. For this reason, the Project would result in shifts of existing trips but would not be expected to generate new trips. Due to the consolidation of all arts facilities at the Main Campus, in fact, a small decrease in total trips may occur as inter-campus trips would no longer occur. Trips that are currently going to the Airport Arts Campus or elsewhere on the Main Campus would be transferred to the new Arts Complex site and to the Main Campus. The method for estimating these trips is described below.

The trip generation for the Arts Complex has three components listed below. Each component includes unassigning trips from one location and reassigning those trips to another location at SMC.

1. Shift Arts Complex staff from Lot 1 on the Main Campus to parking at the new Arts Complex.
2. Shift trips currently using Lot 6 (Project site) to Structures 3 and 4 on the Main Campus.
3. Shift staff and students from the Airport Arts Campus to Structures 3 and 4 on the Main Campus.

The first component of the trip generation is related to staff parking at the Project site. It is assumed that these trips will be shifted from Lot 1, which is the staff-only lot adjacent to the existing Arts Complex on the Main Campus. The basis for estimating how many trips will be relocated to the new Arts Complex from Lot 1 is the amount of parking spaces provided at the new facility. While the parking supply at the Project site is planned to include approximately 20 spaces, 40 spaces were used for this analysis to ensure that any potential impacts could be identified. Per direction from SMC, the parking spaces are analyzed as only staff.

The estimated daily and peak hour trips for the new Arts Complex are based on the observed usage at similar staff-only lots on the Main Campus. Data about these parking lots was collected in September 2019 during a parking and traffic study for Santa Monica College. The two parking lots on the Main Campus that are restricted to use by only staff and that do not share a driveway with a student/general parking facility are Lots 2 and 5. Lot 2 is located behind Drescher Hall along Pico Boulevard, and Lot 5 is located on the south side of Pearl Street west of 20th Street. The daily and peak hour driveway trips at these two lots were divided by the maximum daily occupancy of the facility to obtain trip generation rates per space occupied during the day. These

rates are shown in Table 3. Table 4 applies these trip generation rates to a maximum of 40 parking spaces at the new facility.

The second component of the trip generation is the unassignment of the trips parking at the Project site. The site of the new Arts Complex is currently the location of parking Lot 6. Lot 6 contains 86 parking spaces designated as student/general, meaning that spaces are open to students, staff, and visitors. Data collected for the SMC parking and traffic study included counts at the Lot 6 driveway, which were used to identify the existing level of daily and peak hour trips there. No trip generation rates were used or developed for this assignment, rather the driveway counts were used directly. It is assumed that the people currently choosing to park in Lot 6 will shift to Structures 3 and 4 on the Main Campus, the nearest student/general facilities on the SMC Main Campus. The trips associated with this shift are shown in Table 4.

The third component of the trip generation for the new Arts Complex is shifting trips from the Airport Arts Campus to the Main Campus. The daily and peak hour trips for the Airport Arts Campus are from driveway counts collected on March 9, 2020 at the five driveways for Airport campus parking. The driveway counts for the Airport Arts Campus are presented in Table 5. Most of the trips generated are in the student/general category, these trips are reassigned to Structures 3 and 4. The small amount of staff trips reassigned from the Airport Arts Campus to the Main campus are included in the reassignment described in the first component of the trip generation.

Project Traffic Distribution

The geographic distribution of the traffic generated by the Project is based on zip code analysis conducted for the SMC parking and traffic study. Fehr & Peers mapped the responses to surveys about means of transportation to work for students and staff by zip code. The zip codes were aggregated into zones based on the direction they would travel to access the Main Campus to estimate generalized regional trip distributions.

There are two major types of parking at SMC: designated staff parking and student/general parking that is open to students, staff, and visitors. Because different groups are unassigned and reassigned for this analysis a distribution was developed for each type of parking.

The distribution for staff is based on the zip code analysis for the staff who reported travelling to work by driving. The staff distribution is mapped in Figure 5. The generalized regional trip distribution applied in the analysis for SMC staff is approximately:

- 5% to and from the north
- 15% to and from the south
- 75% to and from the east
- 5% to and from the west

The distribution for staff and students combined is based on staff plus students who reported driving to campus from each zip code. The combined staff and student distribution is mapped in Figure 6. The generalized trip distribution applied in the analysis for SMC staff and student trips combined is approximately:

- 10% to and from the north
- 10% to and from the south
- 75% to and from the east
- 5% to and from the west

Project Traffic Assignment

Although the Project does not generate new trips for SMC, it will change the patterns of traffic in the Project area. The Project as proposed will contain approximately 20 general purpose parking spaces. For study purposes, the ensuing analysis assumes 40 spaces that are reserved for staff only. Some students attending the existing Arts Complex park on Main Campus, and this is not expected to change as the new complex will contain no student parking. The existing Arts Complex's staff likely park in Lot 1 now, but it is expected that some of these staff will shift and park in the provided spaces at the new Arts Complex. This unassignment and reassignment uses the staff trip distribution. Existing trips to Lot 6, where the proposed Project would be located, were shifted from the Project site to Parking Structures 3 and 4. Because Lot 6 is unrestricted, the people parking there are both students and staff, so the unassignment and reassignment will use the student and staff's trip distributions. Students and staff going to the Airport Arts Campus are expected to shift to the Main Campus. This unassignment and reassignment will use the student and staff combined trip distribution and will be reassigned to Parking Structures 3 and 4 for most of the trips. Staff trips from the Airport Arts Campus were included in the assignment of staff trips to the staff parking at the Project site described above. The shift of trips to the Project site was conducted for each of the three site access scenarios discussed above.

Cumulative Base Traffic Projections

The cumulative base traffic projections reflect growth in traffic from background or ambient growth in the existing traffic volumes to reflect the effects of overall regional growth both in and outside of the study area. Traffic volumes in the vicinity of the study area have been assumed to increase at a rate of 0.8% per year, or 3.2% overall, including development in the surrounding area of the City and the region. The use of this annual growth rate is described above, in the section about Existing Volumes.

The resulting intersection traffic volumes represent the cumulative base weekday peak hour traffic volumes and are shown in Figure 10. The intersection level of service results for cumulative base are shown in Table 10.

No changes to the current intersection lane geometries are expected or reflected in the future analysis.

Existing Plus Project Traffic Projections

The net change in traffic that would occur with the proposed Project was assigned to the street system and added to the existing traffic volumes. With three driveway alternatives there are also three plus Project alternatives. The resulting intersection traffic volumes represent the existing plus Project weekday peak hour traffic volumes and are shown in Figures 7-9. The intersection level of service results for Existing plus Project are shown in Table 9.

Cumulative Plus Project Traffic Projections

The net change in traffic that would occur with the development of the Project was assigned to the street system and added to the cumulative base traffic projections is shown in Figures 11-13. The resulting traffic volumes represent the projected cumulative plus Project weekday peak hour, which includes the projected incremental traffic. The intersection level of service results for Cumulative plus Project are shown in Table 10.

Traffic Impact Analysis

The previous sections describe sets of traffic volume forecasts - the Existing Year (2020) No Project and Existing Year (2020) Plus Project, the Future (2024) No Project and Future (2024) Plus Project. These forecasts were analyzed to determine the Existing Year and Future Year operating conditions without and with the additional project-generated traffic and to identify the potential impacts of the proposed Project on the surrounding street system. This section provides a discussion of the City's impact criteria and methodology used and summarizes the results of the analysis.

Intersection Analysis

Significant Impact Criteria for Intersections

For this study SMC has elected to follow the City of Santa Monica's significance criteria based on LOS and vehicle delay at intersections. Transportation impacts are also assessed on an adjacent street segment and by considering project-related changes in VMT, as discussed in following section. The City of Santa Monica is currently updating its analytical methods and thresholds of significance. The current intersection thresholds, summarized in Table 11, depend on the classification of the streets at the intersection (e.g., arterial, collector, or local street) and the operating conditions of the intersection under Cumulative plus Project traffic conditions. Although street classifications were updated in the 2010 LUCE, for this report, streets are classified

as arterials, collectors and local streets because these are the categories used in the City's adopted intersection thresholds of significance. The potential significance of a project's impact is measured by either the change in average vehicle delay (measured in seconds) or by a change in the intersection operating conditions to unacceptable conditions. If the projected LOS is F, however, significance is defined in terms of a change in the vehicle to capacity (V/C) ratio (as calculated by the HCM operational method). No intersections operate at LOS F in this study.

Intersection Impact Analysis

As shown in Tables 9 and 10, the changes in delay due to the estimated shifts in trips caused by the proposed Project range from zero to two seconds and the intersections are projected to operate at LOS D or better. Applying the threshold criteria presented above to the LOS analysis summarized in these tables, it is concluded that none of the five analyzed intersections would be significantly impacted by development of the Project.

Segment Analysis

Because of the Project site's location near a residential neighborhood, an analysis of the proposed Project's potential impacts on a street segment in the Project vicinity is presented. The analysis was conducted on 14th Street south of Bay Street, south of the Project site.

The City of Santa Monica impact criteria used to evaluate potential traffic impacts on street segments are based on the existing average daily traffic (ADT) volumes and the projected level of volume increase that can be attributed to the project. The City's significance criteria were not updated to reflect LUCE street classifications. 14th Street is currently classified as an Avenue Minor and, prior to adoption of the LUCE, was classified as a collector. The City's current significance criteria for collector, feeder, and local streets are provided in Table 12.

For this study, SMC has elected to follow the City of Santa Monica's significance criteria, which is based on the change in daily traffic on this street segment. Existing weekday and weekend average daily traffic (ADT) volume data was collected at the street segment in February 2020 when SMC was in normal session. The ADT on this segment is 7,603. The existing daily traffic counts are provided in Attachment B. Based on this ADT and the street's classification as a collector, any addition of one or more trips by the project results in a significant impact.

The existing daily traffic volumes on the street segments include the trips generated by SMC that may be using Lot 6 or other parking facilities at SMC. The changes in traffic expected as a result of the proposed Project are described above in the sections on trip generation and trip distribution. Lot 6 on the Project site is currently served by one active driveway, located on Pico Boulevard, similar to the preferred driveway alternative.

The trip assignment assumes that most trips that are altered by the proposed Project would have the same general paths to and from their destination at SMC. That is, a trip previously using 14th street to access Lot 6 would continue to use 14th Street to access their new destination in parking structure 3 or 4. Or, a trip currently using 20th Street to access Lot 1 would continue to use 20th Street to access the parking at the Project site. In this way, there are minimal changes to the ADT on 14th Street with the addition of the project.

As discussed, the project generally does not alter trip paths, other than their "last-mile" on Pico Boulevard. The exception to this pattern is the alternative with a driveway only on 14th Street. With access provided only on 14th Street, it is anticipated that some trips coming from south of the Project site that would have previously accessed Pico Boulevard using a street further west, would choose to use 14th Street instead.

The driveway alternative that provides access to the Project site only on 14th Street is the only alternative that adds one or more trips (adds 7 trips) to this segment and therefore has a significant segment impact. The alternative with a driveway only on 14th Street is not proposed and was evaluated for study purposes only. The alternative with a driveway only on Pico Boulevard and the alternative with driveways on both Pico Boulevard and on 14th Street, both result in no change in traffic volume (adds 0 trips) and therefore do not have segment impacts.

Table 13 shows the segment analysis for Existing plus Project conditions for all three driveway alternatives.

Qualitative VMT Assessment

Background

In preparing studies pursuant to CEQA, SMC has used the transportation analysis methods and impact thresholds of the City of Santa Monica and, as appropriate, other jurisdictions where analyzed projects were located. As this study is being prepared, the City of Santa Monica is in the process of updating its procedures and impact criteria pursuant to the requirements of Senate Bill (SB) 743, which requires use of vehicle miles of travel (VMT) as the primary transportation impact metric. Under SB 743, lead agencies have until July 1, 2020 to begin using VMT as the primary transportation impact metric. Because the City has not yet adopted local VMT significance thresholds, current environmental studies provide an analysis of LOS to assess the significance of transportation related effects but also, for informational purposes, a VMT analysis for the Project

is provided. Recent EIRs[2] in the City more fully describe the current status of the City's process in developing new transportation impact thresholds.

Pursuant to SB 743, the Governor's Office of Planning and Research (OPR) released final technical guidelines in December 2018 to on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their jurisdiction.

Furthermore, state law was amended to include a new section, Section 15064.3 (b) (1), which provides criteria for analyzing transportation impacts. It states that for land use projects, "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor [HQTC] should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the Project area compared to existing conditions should be presumed to have a less than significant transportation impact." The following sections provide for qualitative analysis of VMT, "if existing models or methods are not available to estimate the vehicle miles traveled for the particular Project being considered" and explicitly state that, "a lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled."

For this study SMC has elected to provide a qualitative assessment of project-related changes in VMT and is providing this for informational purposes.

VMT Analysis

The Project proposes to replace existing facilities on the Main Campus and at the Airport Arts Campus with a consolidated new facility adjacent to the Main Campus. The size of the new facility, in ASF, will be equivalent to the combined size of the two facilities that it would replace. Because the Project would relocate existing programs to the new facility but would not expand existing programs, no increase in student enrollment or staffing is anticipated by SMC. For this reason, no additional trips are expected to occur, therefore no new VMT will be generated by the project. The Airport Campus is located approximately one and one-half miles south of the Main Campus. While this study does not quantify the intercampus trips that would be eliminated by the Project, relocating the classes held there to the Project site would eliminate the trips currently being made between the two campuses. Thus, it can be argued that the Project would tend to reduce VMT by consolidating these functions to a single facility adjacent to the Main Campus and can be presumed to have a less-than-significant transportation impact.

[2] Draft Environmental Impact Report for the Miramar Hotel Project, https://www.smgov.net/uploadedFiles/Departments/PCD/Environmental-Reports/Notice%20of%20Availability%20of%20DEIR(8).pdf. See pages 4.17-15 to 4.17-16-Accessed March 2020.

The statute cited above allows for screening of land use projects based on proximity to a major transit stop or a stop along a HQTC. Big Blue Bus 7 and Big Blue Bus Rapid 7 bus lines operate with a frequency of 15 minutes or less during the peak periods, therefore Pico Boulevard can be considered a HQTC. Because the Project lies within half a mile of the Route 7 stop at 14th Street and the Route 7 Rapid stop at 18th Court, the Project may be presumed to have a less-than-significant transportation impact.

While this qualitative analysis is provided for informational purposes, it would support a conclusion that the transportation impact of the Project would be less-than-significant.

Summary

Fehr & Peers has conducted supplemental traffic impact analysis to assess the significance of the planned construction of a new Arts Facility for Santa Monica College. The key findings and conclusions of the study are summarized below:

- The project proposes to consolidate the arts programs at SMC to a new Arts Complex at 14th Street & Pico Boulevard. This new complex will have approximately 20 general purpose parking spaces and will replace parking Lot 6, which currently provides 86 student/general parking spaces.
- New baseline traffic data was collected early in November 2017 and December 2019. Detailed level of service analysis was conducted at five intersections in the vicinity of the Project site for weekday AM and PM peak hours (the highest one-hour periods between 7:00-9:30 AM and 4:00-7:00 PM, respectively) for 2020 existing conditions. All of the five analyzed intersections are currently operating at level of service LOS D or better during both peak hours. In the Existing plus Project scenarios, with all three driveway alternatives, the study intersections also operate at level of service LOS D or better.
- Future traffic conditions in the study area were forecast for the year 2024 based on ambient traffic increases. All of the five analyzed intersections are projected to continue operating at level of service LOS D or better during both peak hours under the cumulative base scenario and the cumulative plus Project scenarios with all three driveway alternatives.
- Potential street segment impacts on 14th Street south of the Project site were assessed according to the City of Santa Monica's current significance criteria. Based on this segment's existing volume and classification, an addition of one or more project trips to the segment results in a significant impact. In the 14th Street-only driveway alternative the existing traffic volume on this segment would increase slightly and would therefore be considered a significant impact, according to these criteria. This alternative is not proposed and is included for study purposes only. In the preferred driveway alternative and the alternative with driveways on both Pico Boulevard and on 14th Street, there would be no significant impact. The project, as proposed, with a driveway on Pico Boulevard and an emergency driveway on 14th Street, would result in no significant segment impact.
- For informational purposes, an assessment of project VMT is included. This qualitative VMT assessment concludes that the project would not generate new trips to/from SMC because it would consolidate programs to a single facility and may in fact reduce total trips by reducing inter-campus travel. For that reason and because the Project site is proximate to a high-quality transit corridor (HQTC), the project may be presumed to have a less than significant impact on VMT.

List of Figures

Figure 1

Site Plan

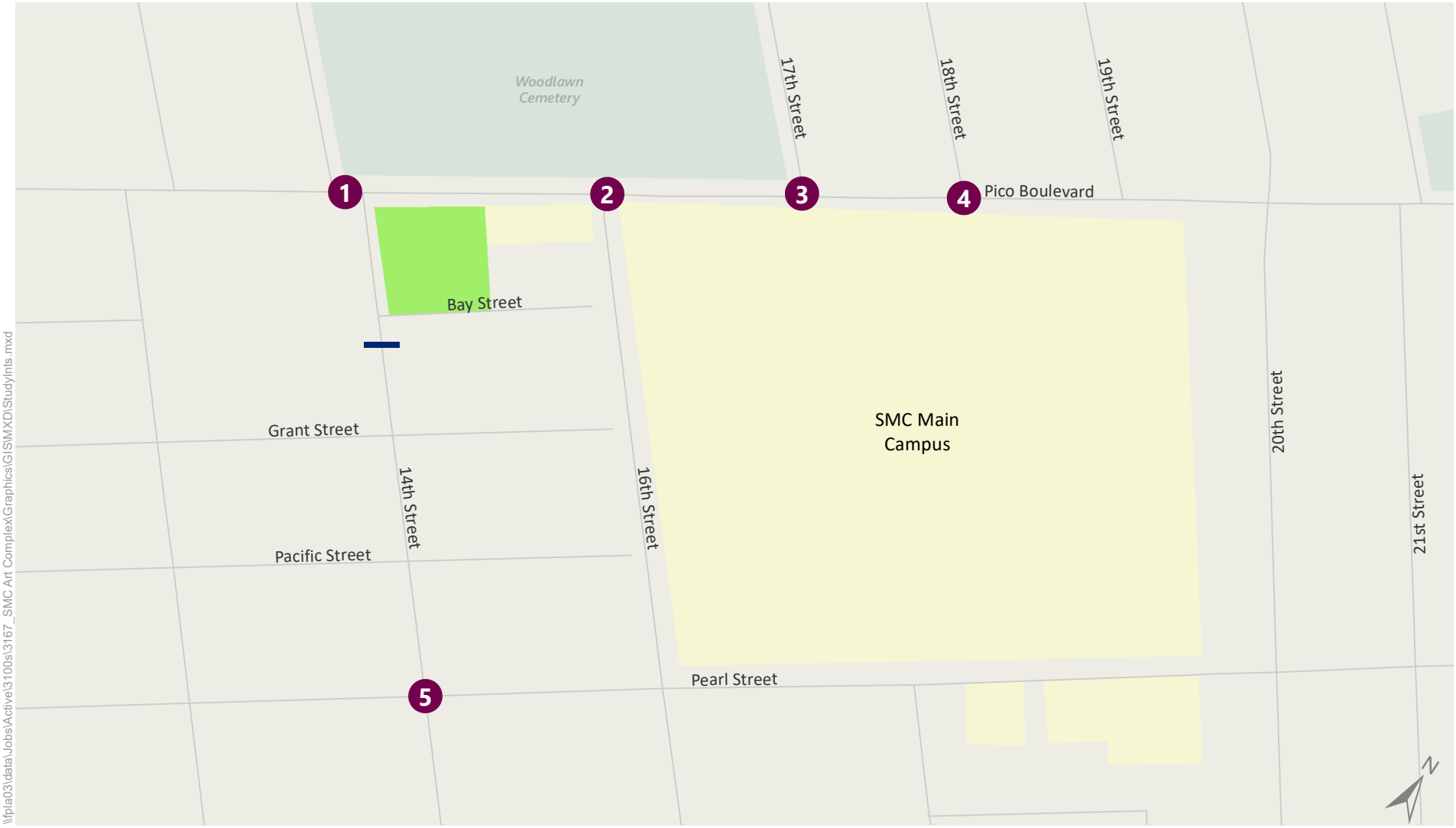
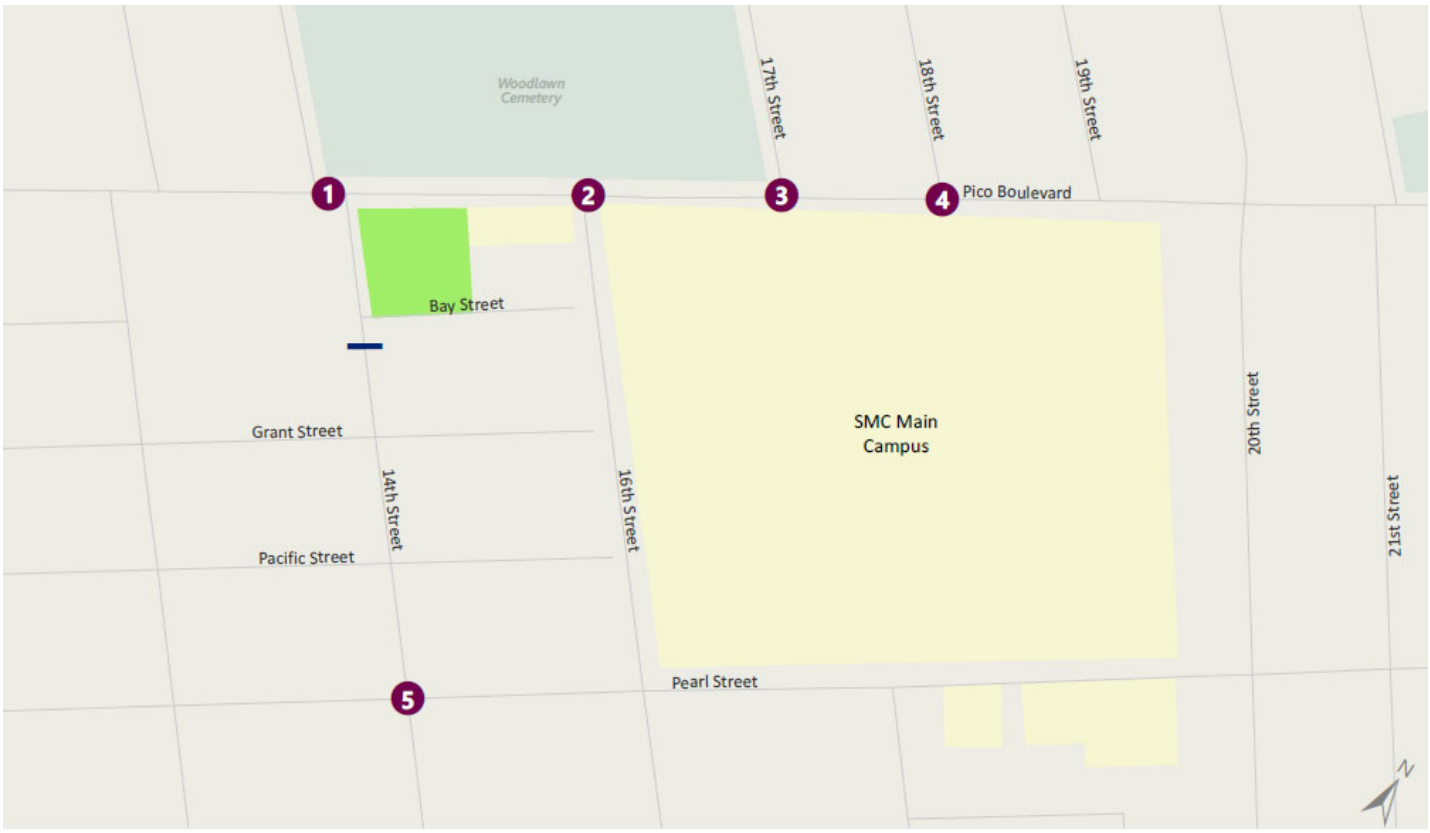


Figure 2

Study Intersections and Segments



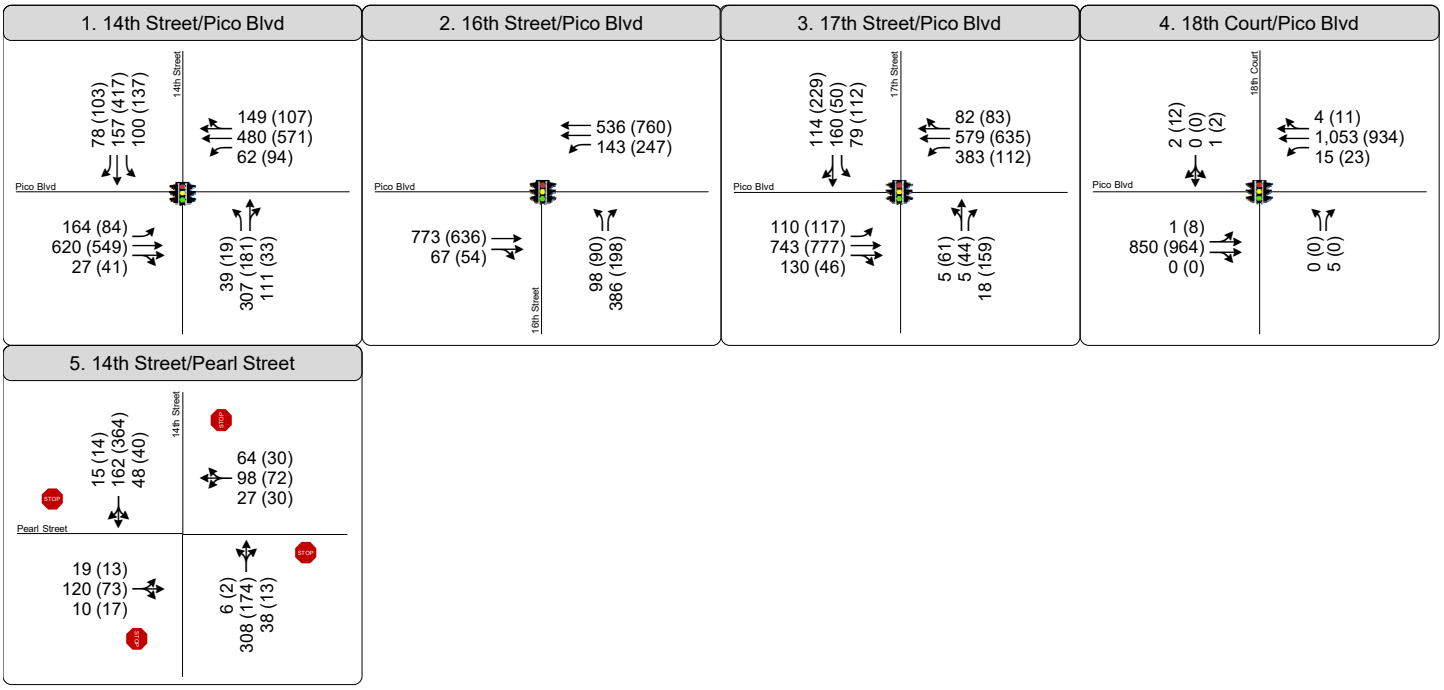


Figure 3

Peak Hour Traffic Volumes and Lane Configurations
Existing (2020) Conditions

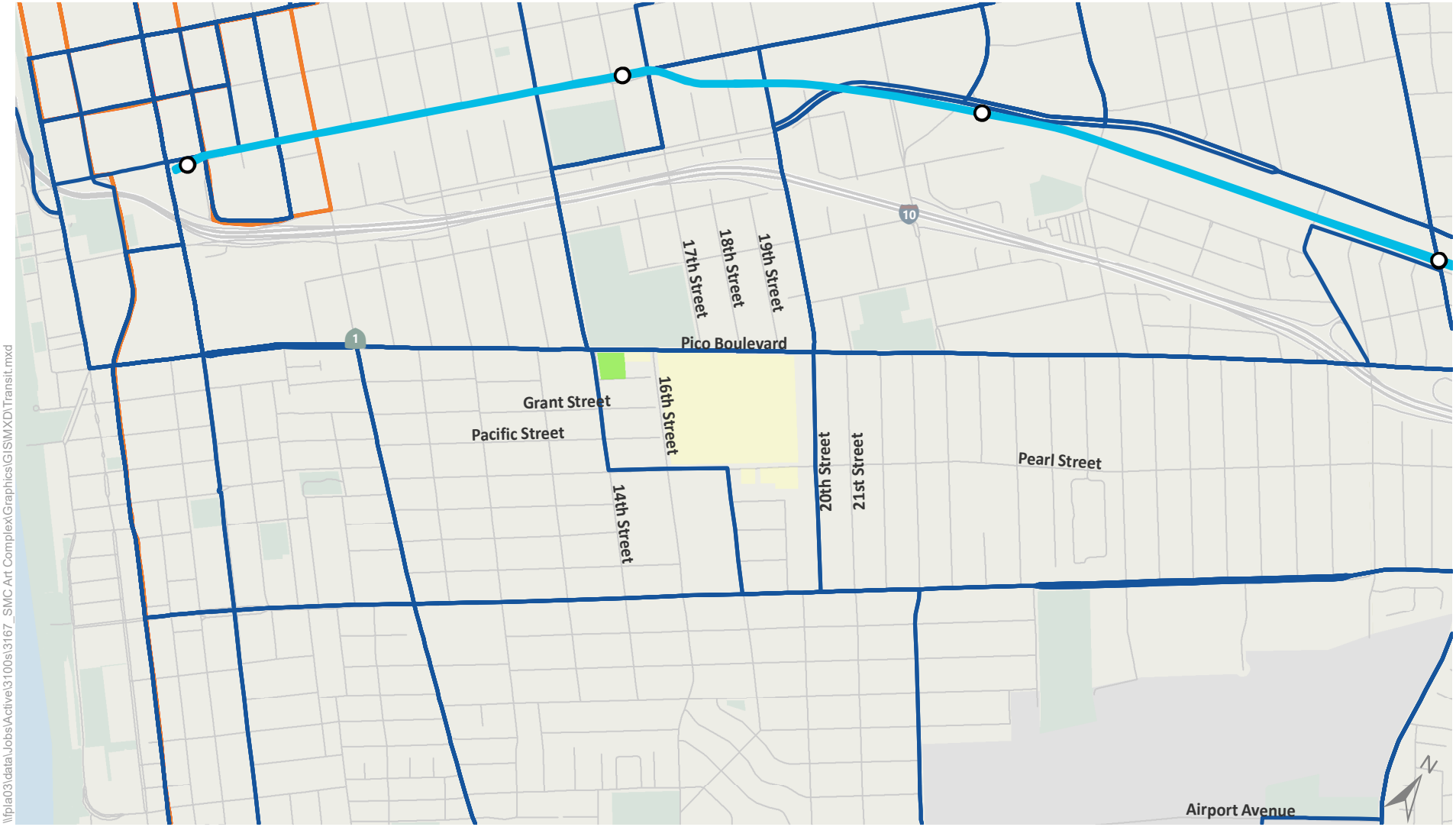


Figure 4

SMC Arts Campus - Transit Service

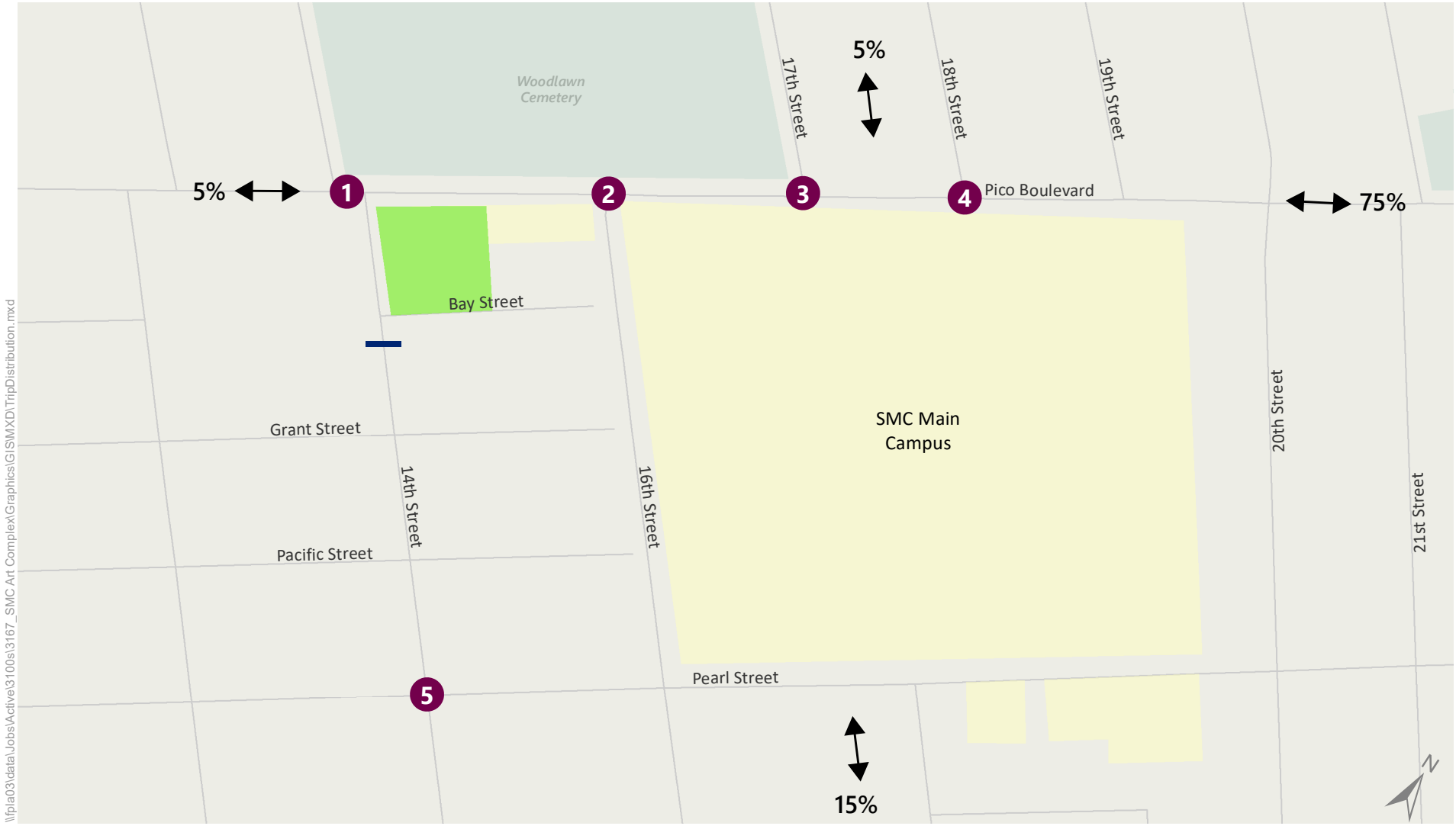


Figure 5

SMC Arts Campus - Staff Trip Distribution

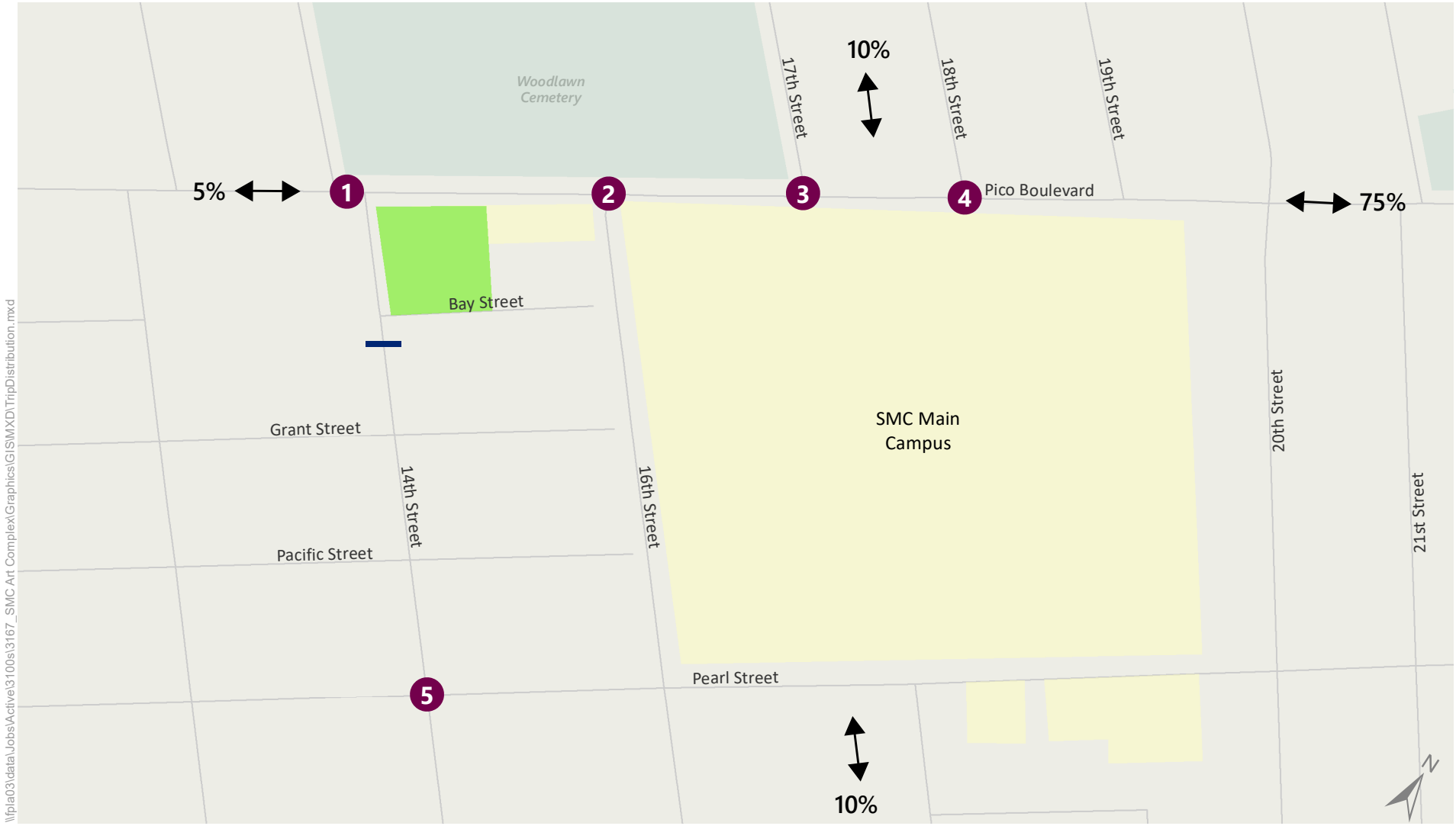
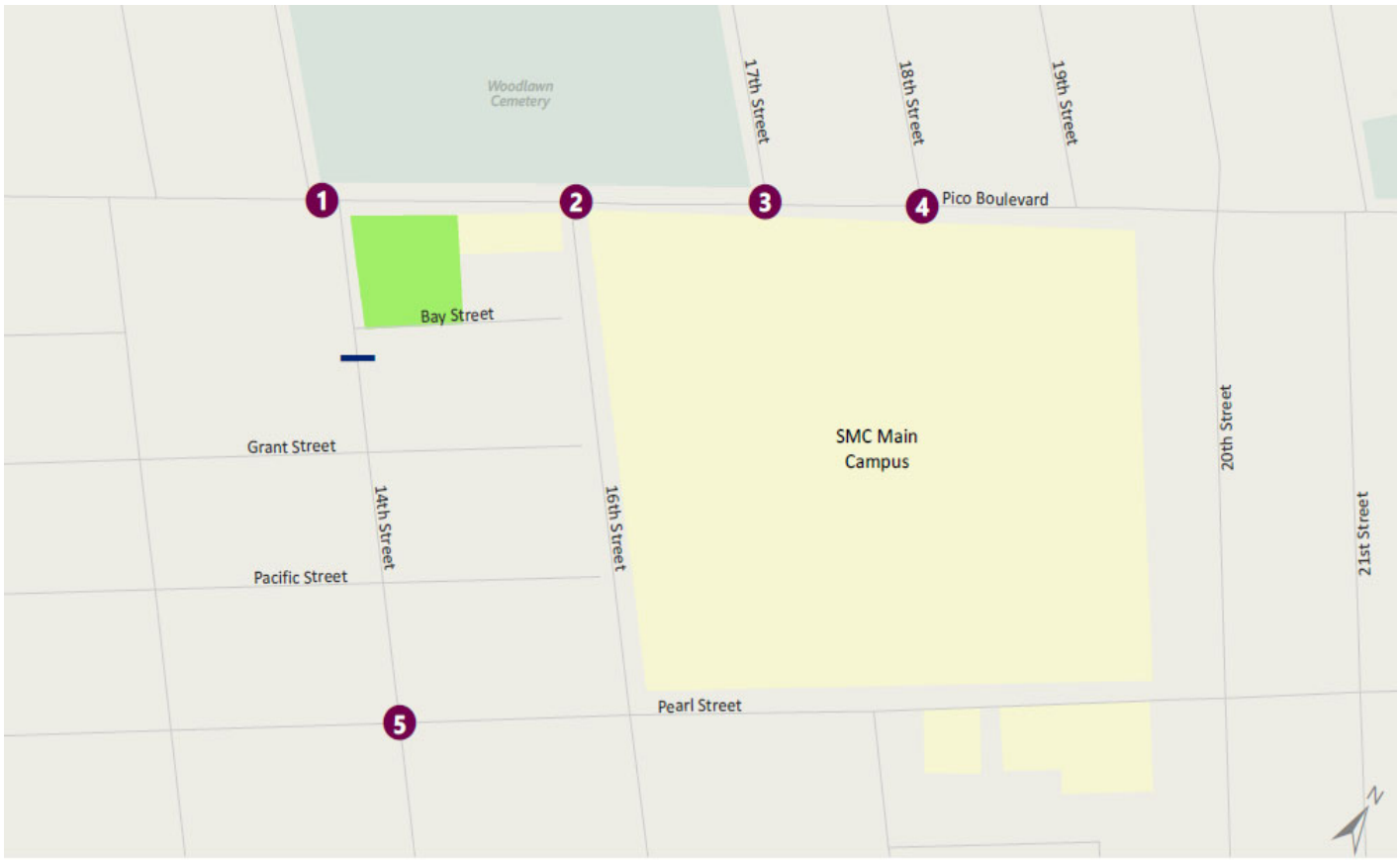


Figure 6

SMC Arts Campus - Staff and Student Trip Distribution



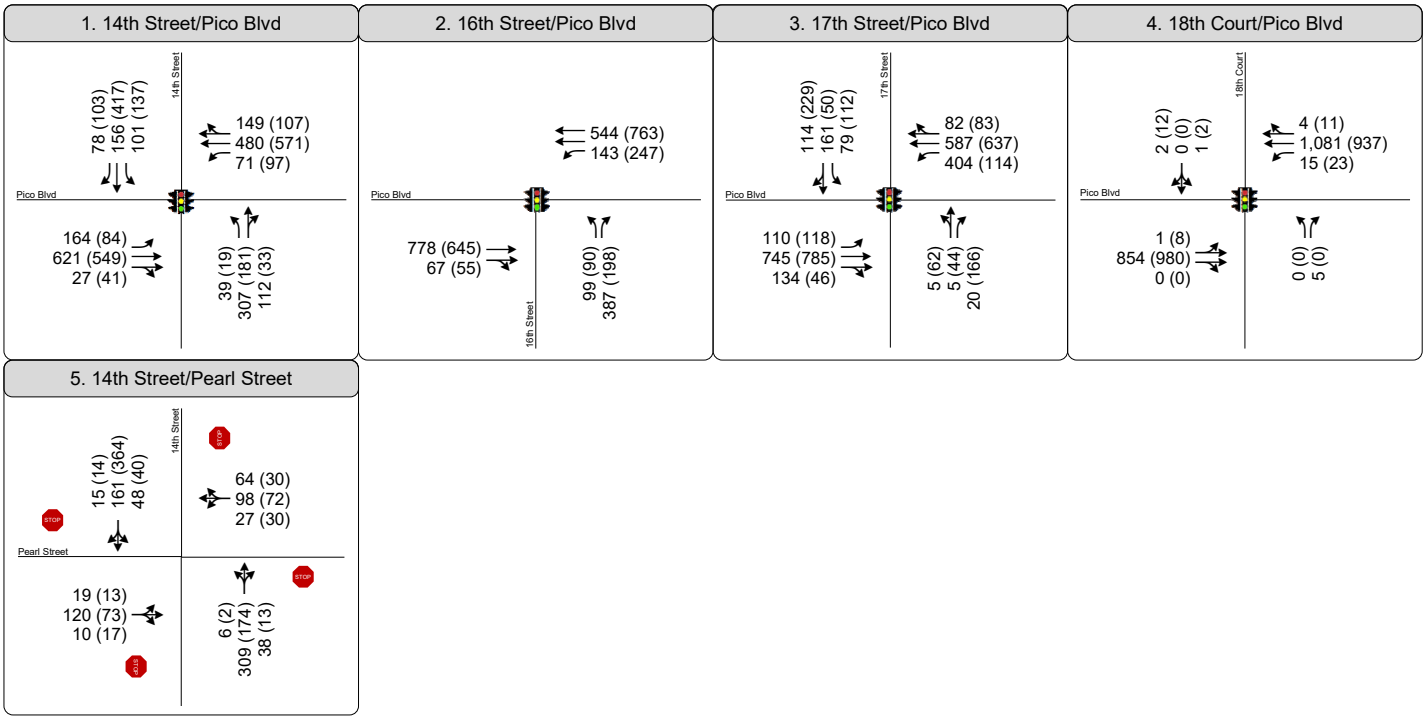
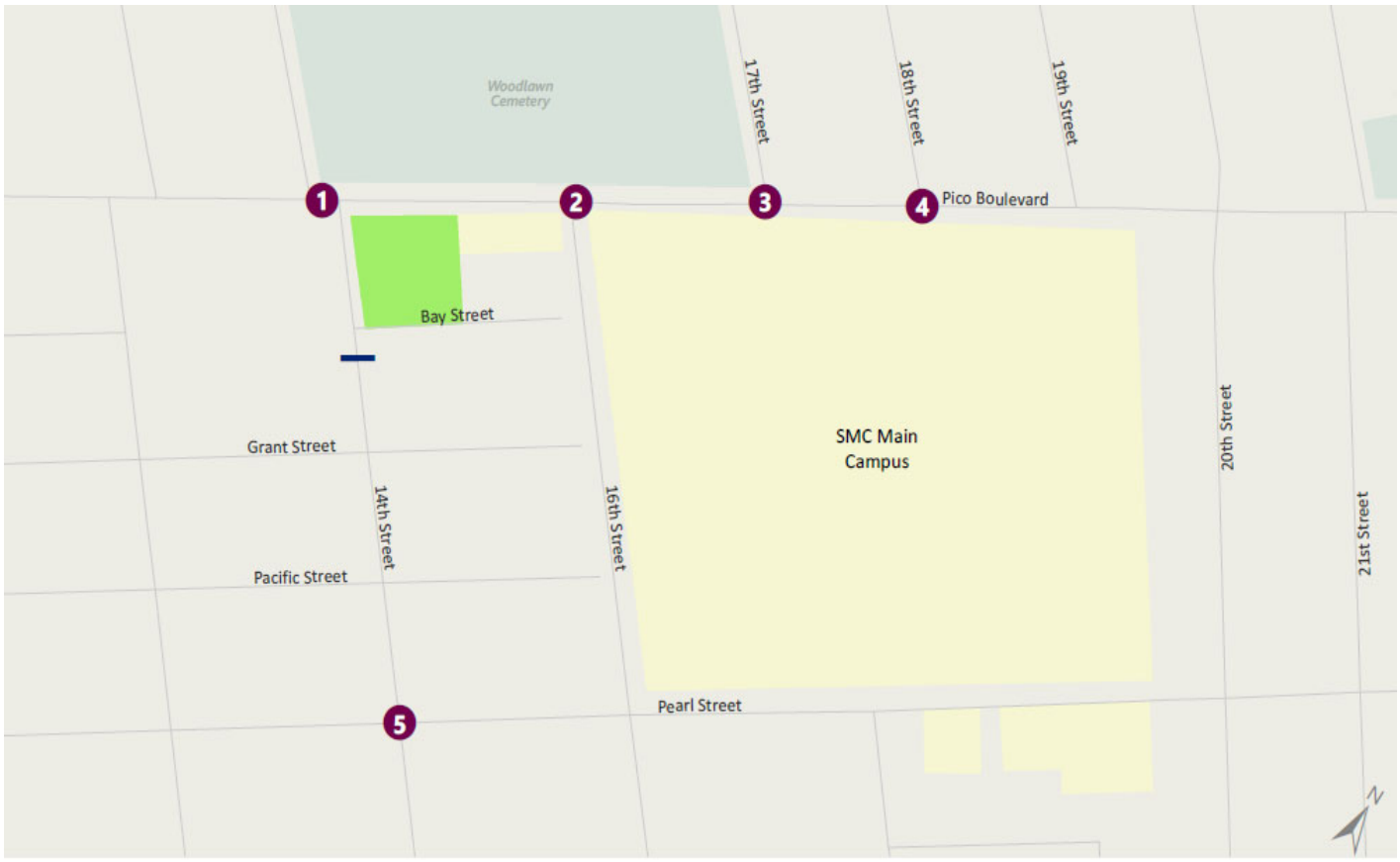


Figure 7

Peak Hour Traffic Volumes and Lane Configurations
Existing (2020) Plus Project - Pico Blvd Driveway Only



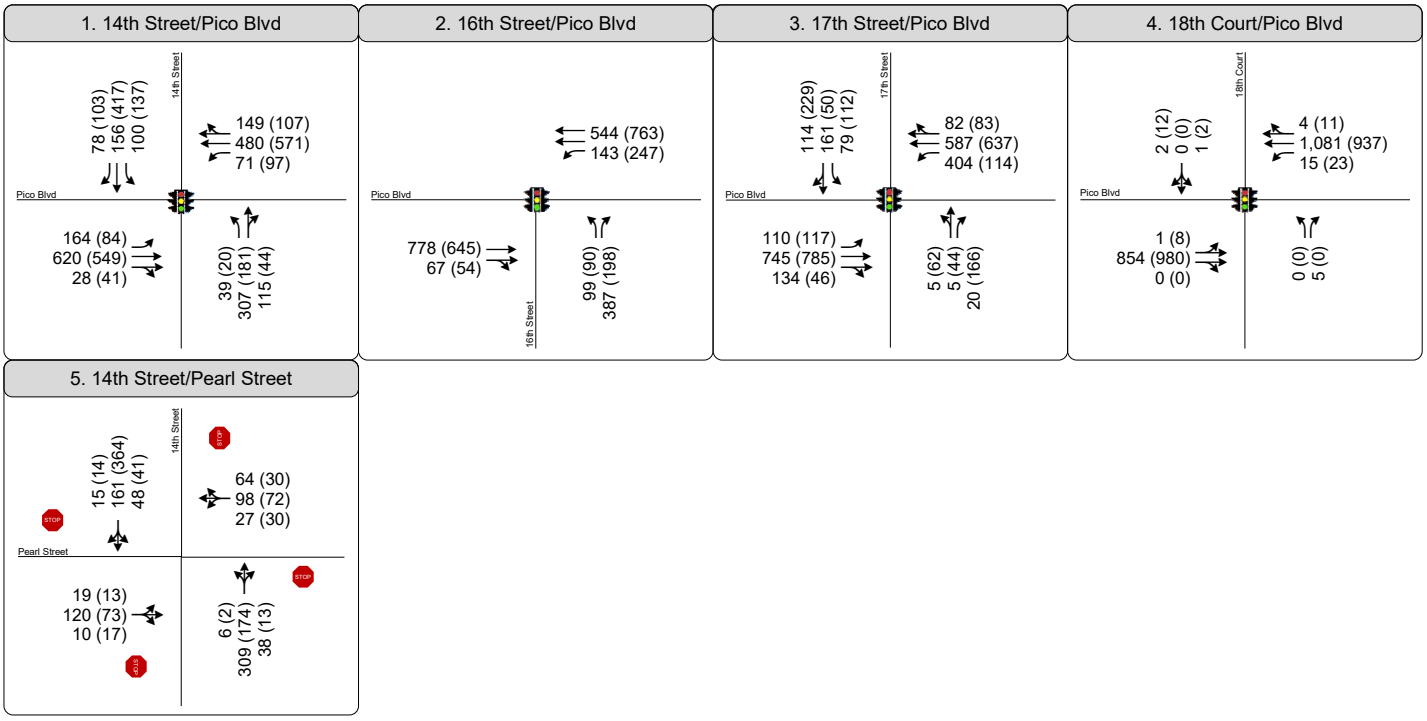
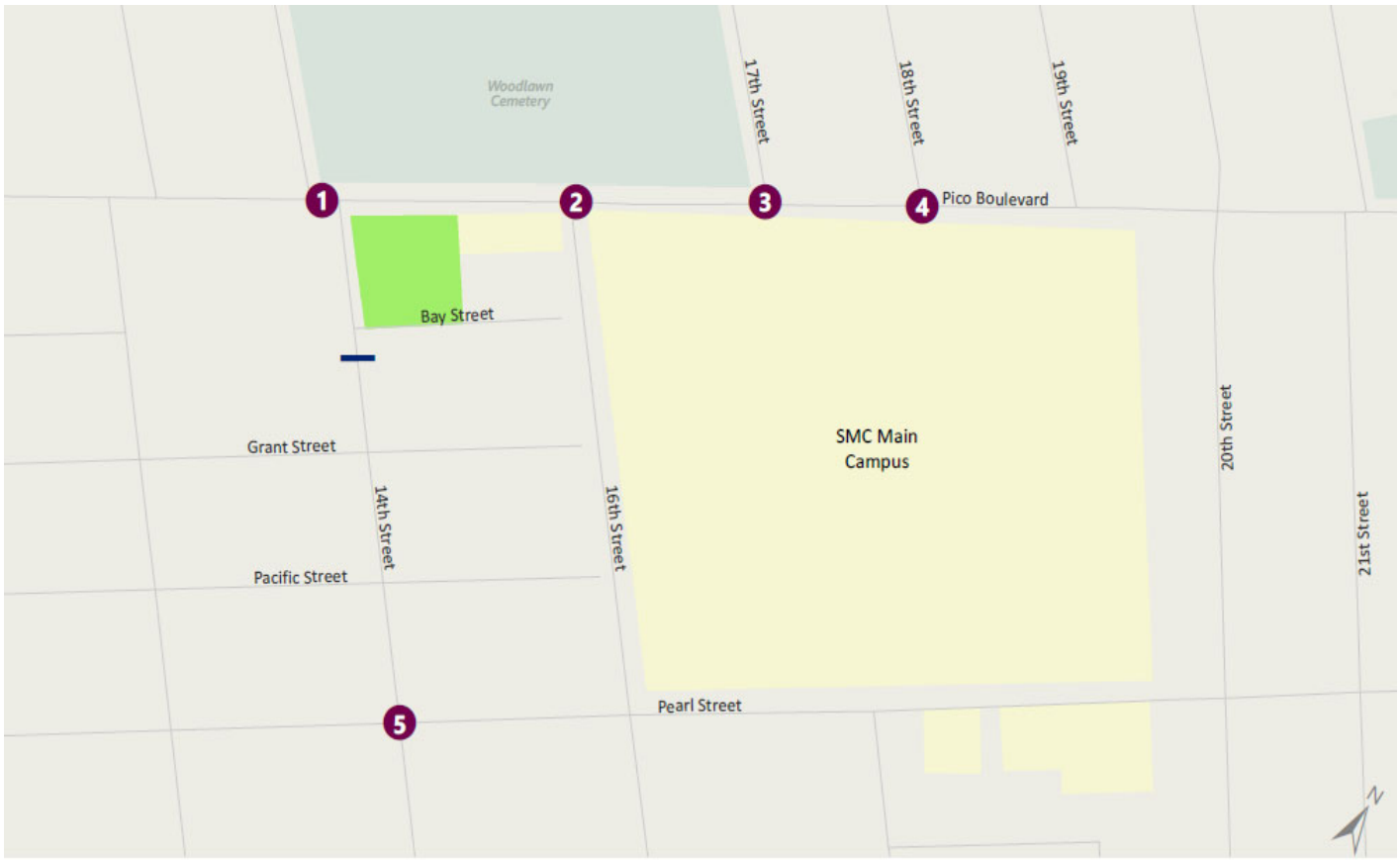


Figure 8

Peak Hour Traffic Volumes and Lane Configurations
Existing (2020) Plus Project - 14th St Driveway Only



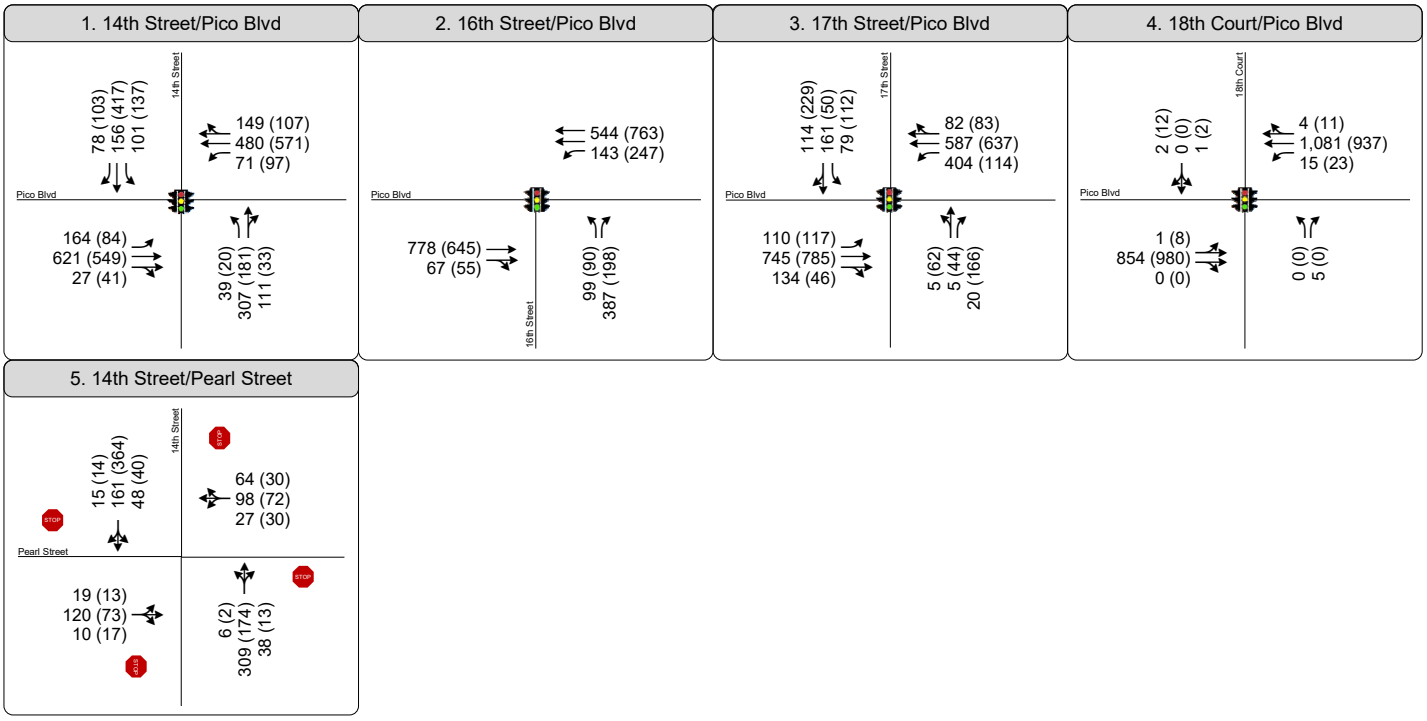
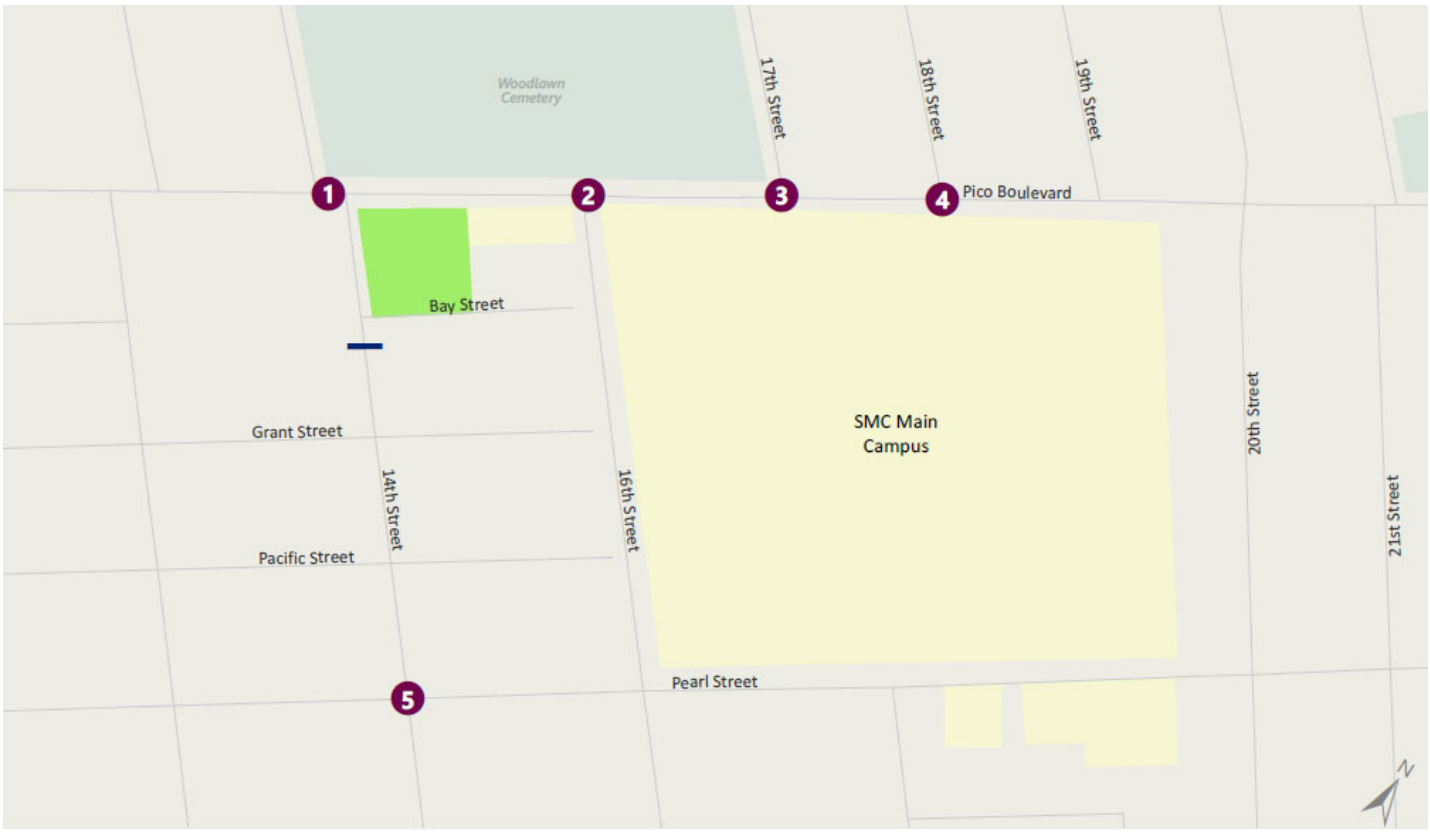


Figure 9

Peak Hour Traffic Volumes and Lane Configurations
Existing (2020) Plus Project - Pico Blvd and 14th St Driveways



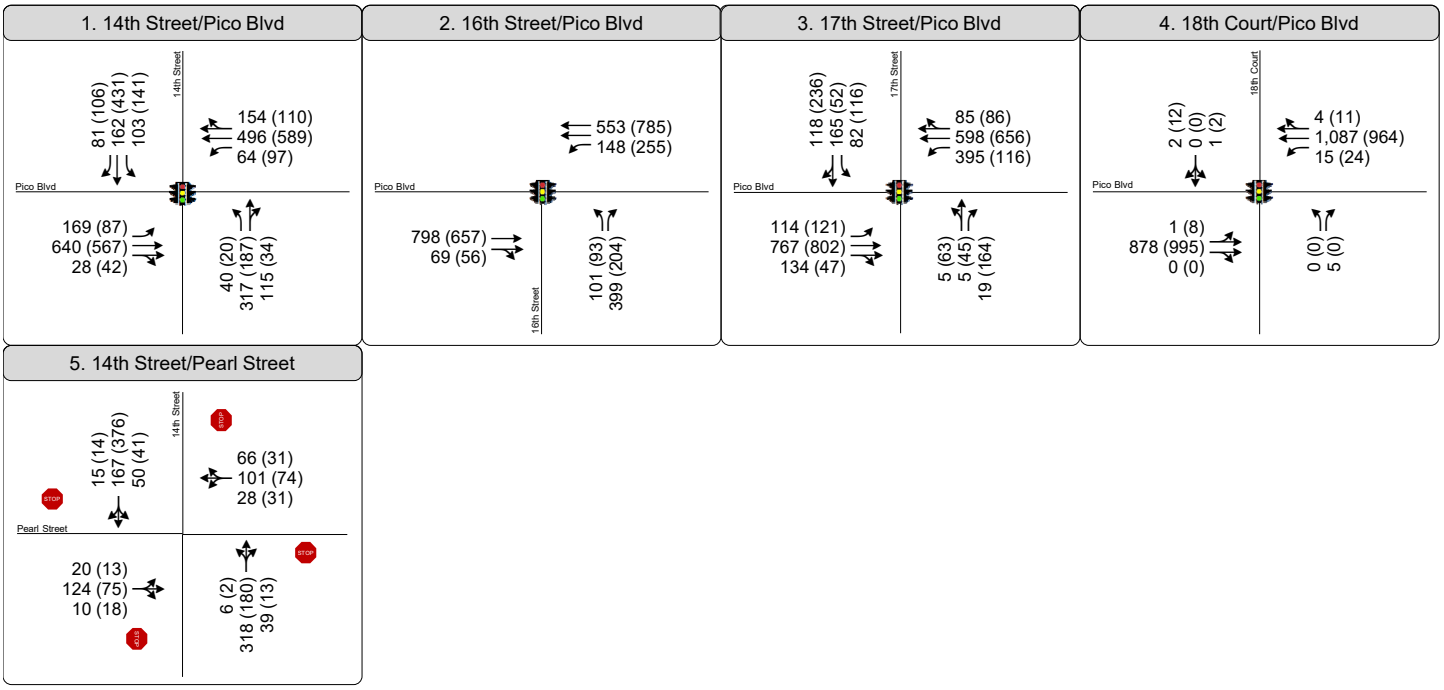
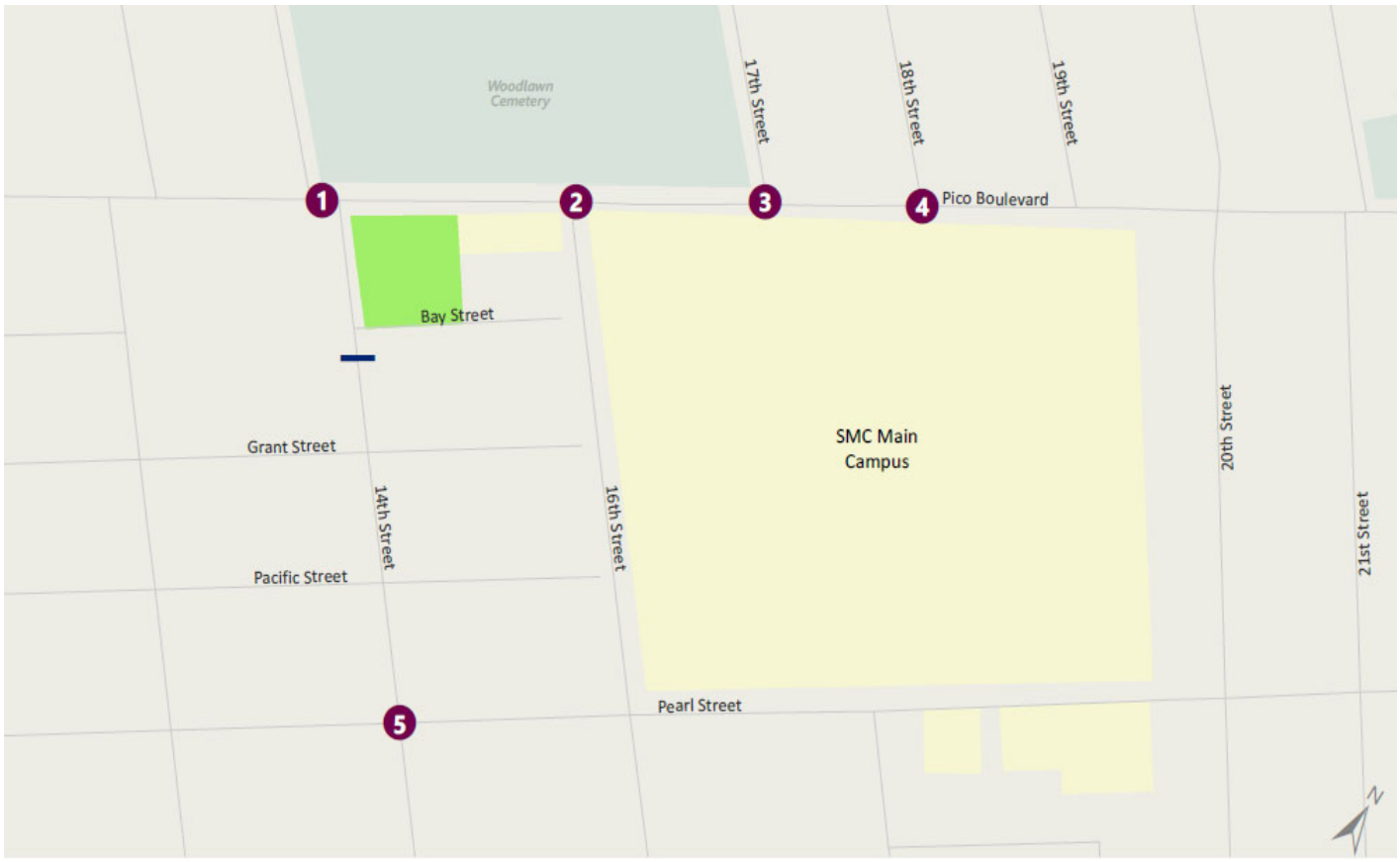


Figure 10

Peak Hour Traffic Volumes and Lane Configurations
Future Base (2024) Conditions



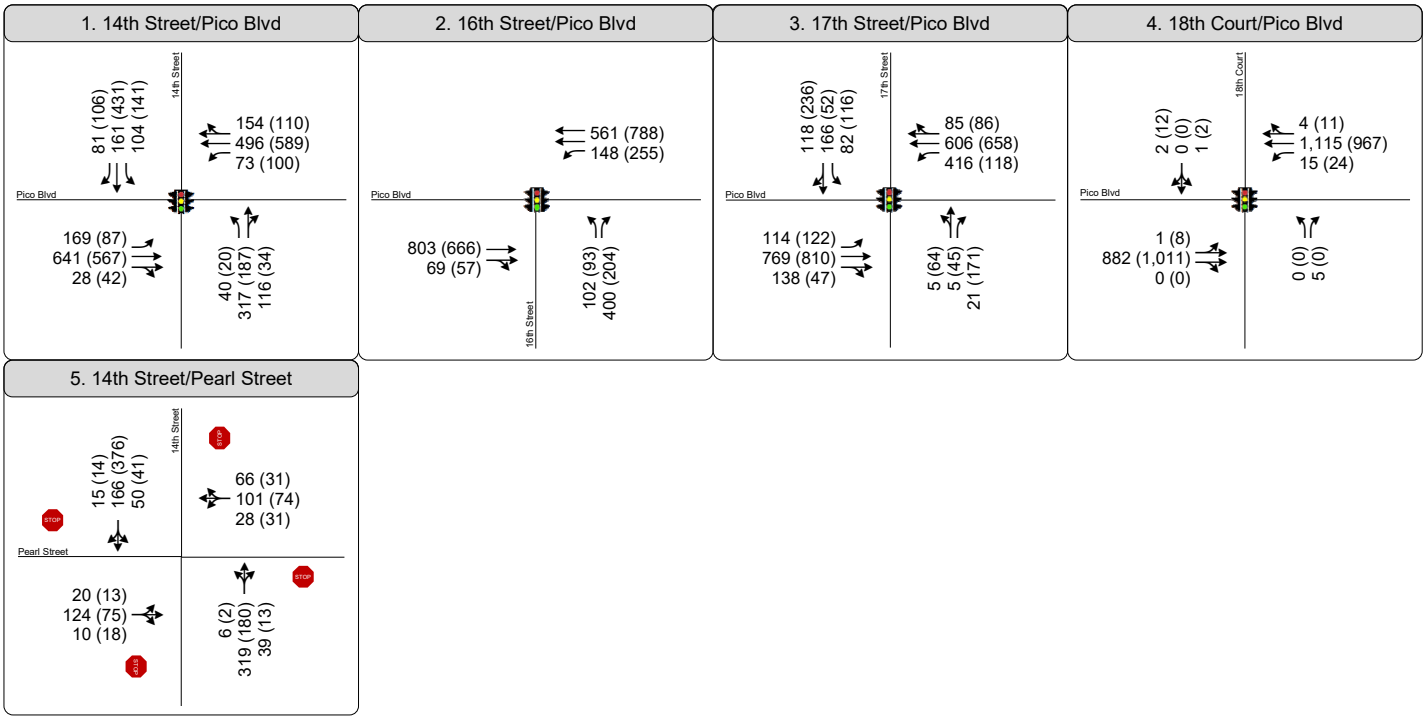
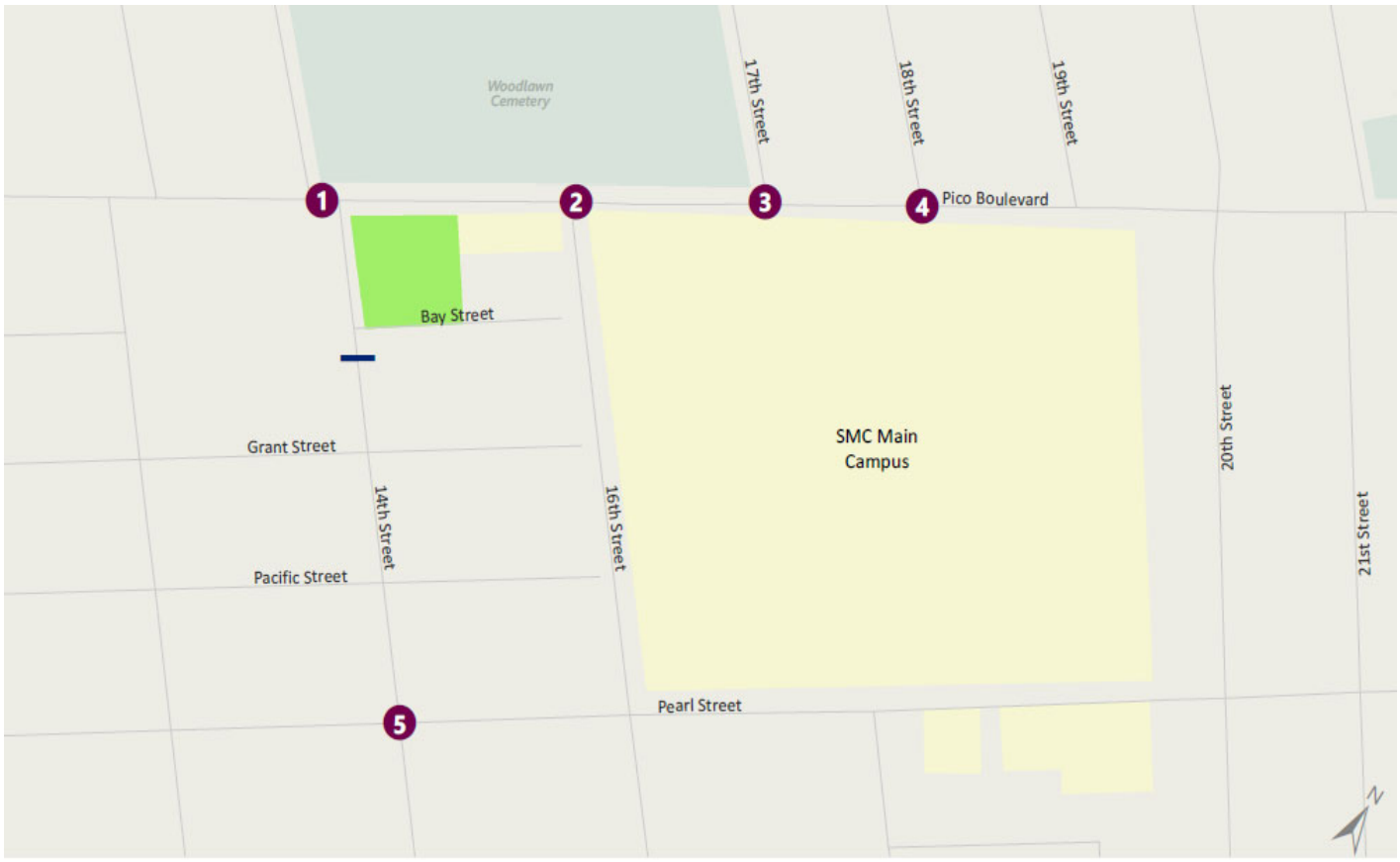


Figure 11

Peak Hour Traffic Volumes and Lane Configurations
Future Base (2024) Plus Project - Pico Blvd Driveway Only



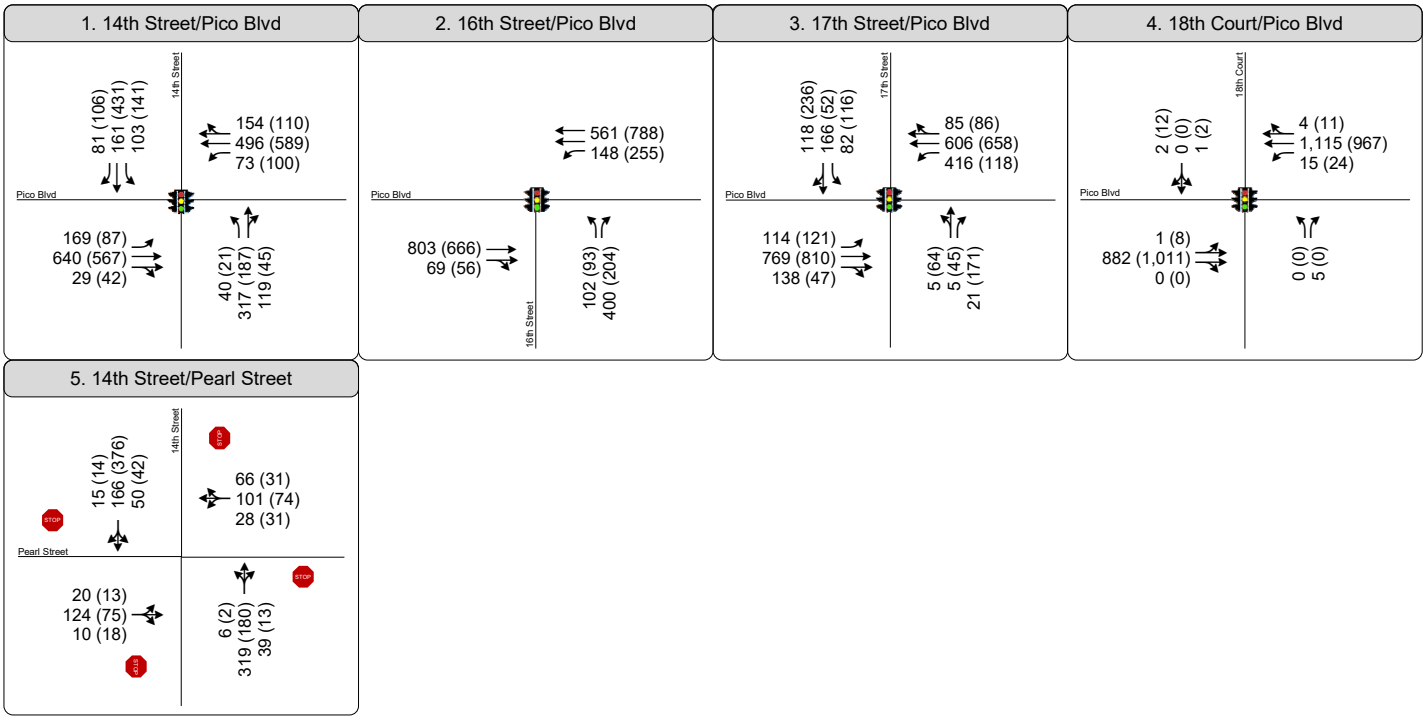
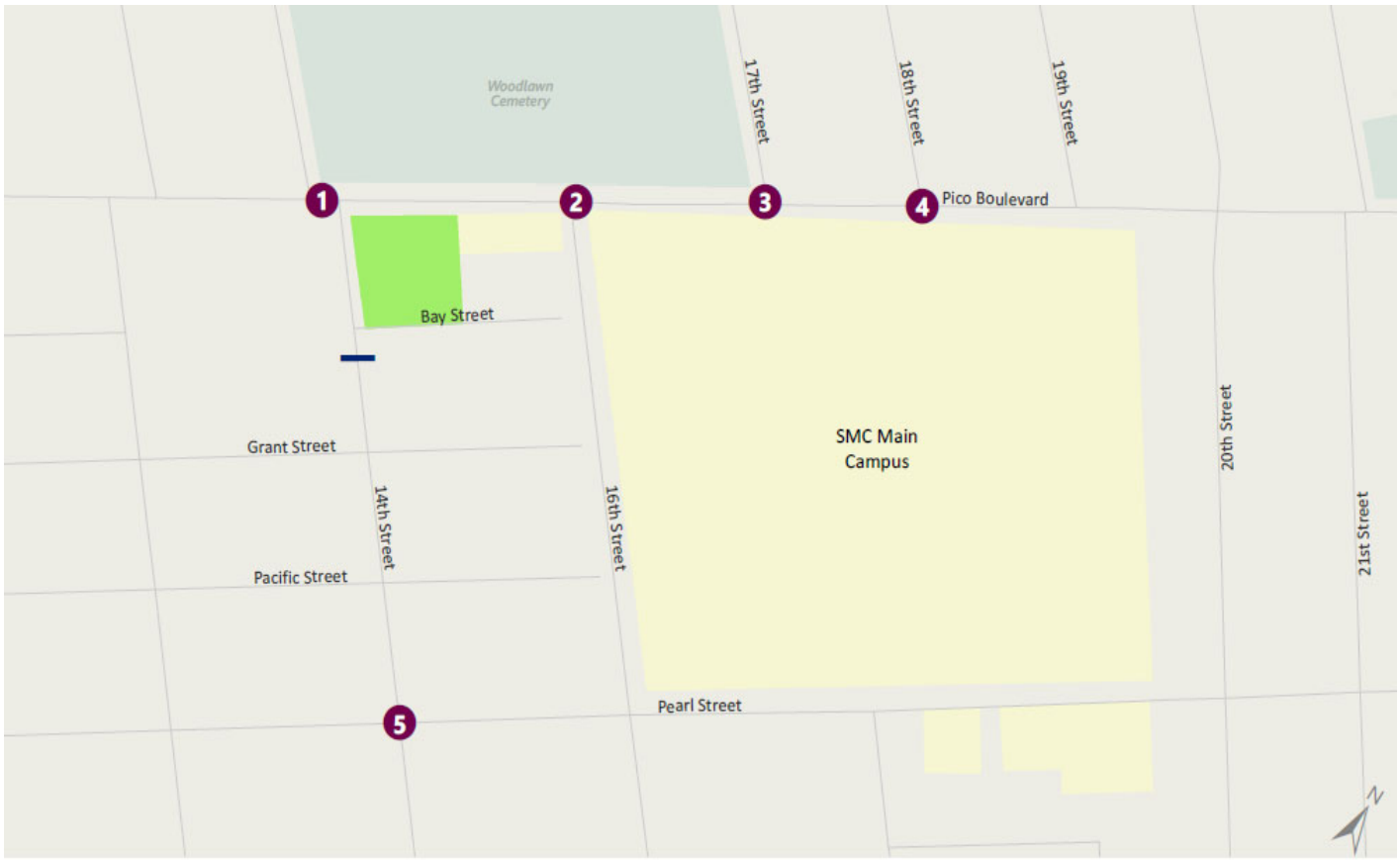
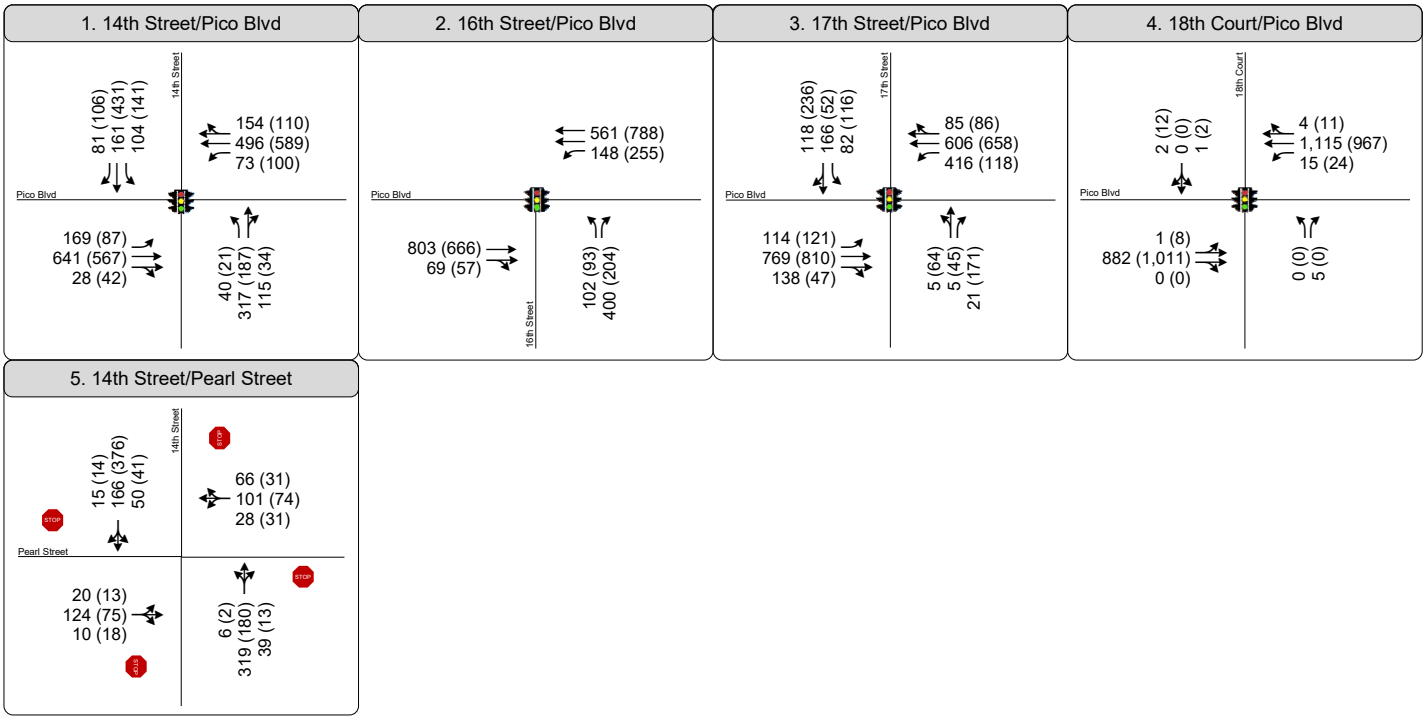


Figure 12

Peak Hour Traffic Volumes and Lane Configurations
Future Base (2024) Plus Project - 14th St Driveway Only





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Peak Hour Traffic Volumes and Lane Configurations
Future Base (2024) Plus Project - Pico Blvd and 14th St Driveways

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TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
HCM OPERATIONAL METHODOLOGY

Level of Service	Average Stopped Delay per Vehicle (seconds)	Definition
A	≤10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>10 and ≤20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>20 and ≤35	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>35 and ≤55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>55 and ≤80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: *Highway Capacity Manual, 6th Edition,* Transportation Research Board, 2016.

TABLE 4
LEVEL OF SERVICE DEFINITIONS FOR STOP-CONTROLLED INTERSECTIONS
HCM OPERATIONAL METHODOLOGY

Level of Service	Average Control Delay (seconds/vehicle)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

Source: *Highway Capacity Manual,* Transportation Research Board, 2010.

TABLE 5
SUMMARY OF EXISTING INTERSECTION
LEVEL OF SERVICE

NO.	INTERSECTION	PEAK HOUR	EXISTING (2020)	
			DELAY*	LOS
1	14TH STREET &	AM	39	D
	PICO BOULEVARD	PM	52	D
2	16TH STREET &	AM	32	C
	PICO BOULEVARD	PM	19	B
3	17TH STREET &	AM	12	B
	PICO BOULEVARD	PM	39	D
4	18TH COURT &	AM	1	A
	PICO BOULEVARD	PM	10	A
5	14TH STREET &	AM	16	C
	PEARL STREET	PM	16	C

* Average stopped delay per vehicle, in seconds.
Locations 1-4 are Arterial intersections. Location 5 is a Feeder intersection.

TABLE 6
Santa Monica College Arts Complex
STAFF TRIP GENERATION RATES

Location	Max Parking Occupancy [a]	Driveway Counts [a]							Trip Generation Rates		
		Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour	PM Peak Hour
			In	Out	Total	In	Out	Total			
Staff Only Lot 2 [b]	58	506	20	15	35	13	16	29	8.72	0.60	0.50
Staff Only Lot 5 [c]	98	488	33	6	39	7	32	39	4.98	0.40	0.40
Weighted Average	78	495	28	9	37	9	26	35	**6.34**	**0.47**	**0.45**

Notes:
Rates are calculated per space occupied during the day.
[a] Based on driveway and parking counts collected in September 2019
[b] AM Peak hour for both lots identified as 7:00 AM
[c] PM Peak hour for Lot 2 identified as 5:00 PM and 6:00 PM for Lot 5

TABLE 7
Santa Monica College Arts Complex
ESTIMATED PROJECT TRIP GENERATION

Land Use	Size	Trip Generation Rates							Estimated Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	In%	Out%	Rate	In%	Out%		In	Out	Total	In	Out	Total
PROPOSED PROJECT															
Arts Complex [a]	40 spaces	6.34	0.47	76%	24%	0.45	26%	74%	254	14	5	19	5	13	18
REMOVE EXISTING USE															
Existing Lot 6 Trips [b]	86 spaces	-	-	80%	20%	-	33%	67%	-92	-4	-1	-5	-1	-2	-3
NET INCREMENTAL EXTERNAL TRIPS									162	10	4	14	4	11	15

Notes:

[a] Rates developed based on driveway counts shown in Table 3 collected on Monday September 23, 2019

[b] Reflects driveways counts collected on Monday September 23, 2019

TABLE 8
Santa Monica College Arts Complex
AIRPORT CAMPUS TRIPS

Location	Driveway Counts [a]						
	Daily [b]	AM Peak Hour [c]			PM Peak Hour [d]		
		In	Out	Total	In	Out	Total
Student/General	100	21	2	23	1	7	8
Staff Only	8	0	0	0	1	2	3

Notes:

[a] Based on driveway counts collected on Monday March 9, 2020
[b] Daily trip generation estimate based on current programming at this location, with 2, 25-student sections a day. Assumes 2 staff per section. Conservatively assumes each person drives alone
[c] AM Peak hour identified as 8:30-9:30 AM
[d] PM Peak hour identified as 5:30-6:30 PM

TABLE 9
EXISTING YEAR (2020) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS

Driveway Scenario 1: Pico Boulevard Only

NO.	INTERSECTION	CLASS	PEAK HOUR	EXISTING NO PROJECT		EXISTING + PROJECT		V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
				DELAY*	LOS	DELAY*	LOS		
1	14TH STREET &	A	AM	39	D	39	D	0	No
	PICO BOULEVARD	A	PM	52	D	52	D	0	No
2	16TH STREET &	A	AM	32	C	32	C	0	No
	PICO BOULEVARD	A	PM	19	B	19	B	0	No
3	17TH STREET &	A	AM	12	B	13	B	1	No
	PICO BOULEVARD	A	PM	39	D	40	D	1	No
4	18TH COURT &	A	AM	1	A	1	A	0	No
	PICO BOULEVARD	A	PM	10	A	10	A	0	No
5	14TH STREET &	C	AM	16	C	16	B	0	No
	PEARL STREET	C	PM	16	C	16	B	0	No

Driveway Scenario 2: 14th Street Only

NO.	INTERSECTION	CLASS	PEAK HOUR	EXISTING NO PROJECT		EXISTING + PROJECT		V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
				DELAY*	LOS	DELAY*	LOS		
1	14TH STREET &	A	AM	39	D	39	D	0	No
	PICO BOULEVARD	A	PM	52	D	52	D	0	No
2	16TH STREET &	A	AM	32	C	32	C	0	No
	PICO BOULEVARD	A	PM	19	B	19	B	0	No
3	17TH STREET &	A	AM	12	B	13	B	1	No
	PICO BOULEVARD	A	PM	39	D	40	D	1	No
4	18TH COURT &	A	AM	1	A	1	A	0	No
	PICO BOULEVARD	A	PM	10	A	10	A	0	No
5	14TH STREET &	C	AM	16	C	16	B	0	No
	PEARL STREET	C	PM	16	C	16	B	0	No

Driveway Scenario 3: Pico Boulevard and 14th Street

NO.	INTERSECTION	CLASS	PEAK HOUR	EXISTING NO PROJECT		EXISTING + PROJECT		V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
				DELAY*	LOS	DELAY*	LOS		
1	14TH STREET &	A	AM	39	D	39	D	0	No
	PICO BOULEVARD	A	PM	52	D	52	D	0	No
2	16TH STREET &	A	AM	32	C	32	C	0	No
	PICO BOULEVARD	A	PM	19	B	19	B	0	No
3	17TH STREET &	A	AM	12	B	13	B	1	No
	PICO BOULEVARD	A	PM	39	D	40	D	1	No
4	18TH COURT &	A	AM	1	A	1	A	0	No
	PICO BOULEVARD	A	PM	10	A	10	A	0	No
5	14TH STREET &	C	AM	16	C	16	B	0	No
	PEARL STREET	C	PM	16	C	16	B	0	No

Notes:

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

A Arterial intersection

C Collector intersection

TABLE 10
FUTURE YEAR (2024) INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS

Driveway Scenario 1: Pico Boulevard Only

NO.	INTERSECTION	CLASS	PEAK HOUR	FUTURE NO PROJECT		FUTURE + PROJECT		V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
				DELAY*	LOS	DELAY*	LOS		
1	14TH STREET &	A	AM	41	D	41	D	0	No
	PICO BOULEVARD	A	PM	55	D	55	D	0	No
2	16TH STREET &	A	AM	34	C	34	C	0	No
	PICO BOULEVARD	A	PM	19	B	19	B	0	No
3	17TH STREET &	A	AM	13	B	14	B	1	No
	PICO BOULEVARD	A	PM	48	D	50	D	2	No
4	18TH COURT &	A	AM	1	A	1	A	0	No
	PICO BOULEVARD	A	PM	10	A	10	A	0	No
5	14TH STREET &	C	AM	16	B	17	B	1	No
	PEARL STREET	C	PM	17	B	17	B	0	No

Driveway Scenario 2: 14th Street Only

NO.	INTERSECTION	CLASS	PEAK HOUR	FUTURE NO PROJECT		FUTURE + PROJECT		V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
				DELAY*	LOS	DELAY*	LOS		
1	14TH STREET &	A	AM	41	D	41	D	0	No
	PICO BOULEVARD	A	PM	55	D	55	D	0	No
2	16TH STREET &	A	AM	34	C	34	C	0	No
	PICO BOULEVARD	A	PM	19	B	19	B	0	No
3	17TH STREET &	A	AM	13	B	14	B	1	No
	PICO BOULEVARD	A	PM	48	D	50	D	2	No
4	18TH COURT &	A	AM	1	A	1	A	0	No
	PICO BOULEVARD	A	PM	10	A	10	A	0	No
5	14TH STREET &	C	AM	16	B	17	B	1	No
	PEARL STREET	C	PM	17	B	17	B	0	No

Driveway Scenario 3: Pico Boulevard and 14th Street

NO.	INTERSECTION	CLASS	PEAK HOUR	FUTURE NO PROJECT		FUTURE + PROJECT		V/C OR DELAY CHANGE	SIGNIFICANT IMPACT?
				DELAY*	LOS	DELAY*	LOS		
1	14TH STREET &	A	AM	41	D	41	D	0	No
	PICO BOULEVARD	A	PM	55	D	55	D	0	No
2	16TH STREET &	A	AM	34	C	34	C	0	No
	PICO BOULEVARD	A	PM	19	B	19	B	0	No
3	17TH STREET &	A	AM	13	B	14	B	1	No
	PICO BOULEVARD	A	PM	48	D	50	D	2	No
4	18TH COURT &	A	AM	1	A	1	A	0	No
	PICO BOULEVARD	A	PM	10	A	10	A	0	No
5	14TH STREET &	C	AM	16	B	17	B	1	No
	PEARL STREET	C	PM	17	B	17	B	0	No

Notes:

* Average stopped delay per vehicle, in seconds.

** Indicates oversaturated conditions. Delay cannot be calculated.

A Arterial intersection

C Collector intersection

TABLE 11
SIGNIFICANT IMPACT CRITERIA
ARTERIAL AND COLLECTOR INTERSECTIONS*

CITY OF SANTA MONICA	
BASE SCENARIO	**PLUS PROJECT SCENARIO**
IF LOS = A, B, OR C	**SIGNIFICANT IMPACT IF:**
== and is a collector street intersection	Average vehicle delay increase is $\geq$ 15 seconds or LOS becomes D, E, or F
== and is an arterial intersection	Average vehicle delay increase is $\geq$ 15 seconds or LOS becomes E or F
IF LOS = D	**SIGNIFICANT IMPACT IF:**
== and is a collector street intersection	Any net increase in average seconds of delay per vehicle
== and is an arterial intersection	Average vehicle delay increase is $\geq$ 15 seconds or LOS becomes E or F
IF LOS = E	**SIGNIFICANT IMPACT IF:**
== and is a collector or arterial intersection	Any net increase in average seconds of delay per vehicle
IF LOS = F	**SIGNIFICANT IMPACT IF:**
== and is a collector or arterial intersection	HCM V/C ratio net increase is $\geq$ 0.005

Notes:

* Functional street classifications for Santa Monica Intersections in this table are from the City's previous Circulation Element. The 2010 Land Use and Circulation Element (LUCE) has adopted a different typology for streets within the City but the significance criteria have not yet been revised.

TABLE 12
STREET SEGMENT SIGNIFICANT IMPACT CRITERIA
COLLECTOR, FEEDER, AND LOCAL STREETS

COLLECTOR STREETS	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	greater than 13,500 and there is a net increase* of one trip or more in ADT due to project related traffic
	greater than 7,500 but less than 13,500 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 13,500 or more
	less than 7,500 and the project related traffic increases* the ADT by 25%
FEEDER STREETS	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	greater than 6,750 and there is a net increase* of one trip or more in ADT due to project related traffic
	greater than 3,750 but less than 6,750 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 6,750 or more
	less than 3,750 and the project related traffic increases* the ADT by 25%
LOCAL STREETS	
A transportation impact is significant if the Base Average Daily Traffic Volume (ADT) is:	greater than 2,250 and there is a net increase* of one trip or more in ADT due to project related traffic
	greater than 1,250 but less than 2,250 and the project related traffic increases* the ADT by 12.5% or the ADT becomes 2,250 or more
	less than 1,250 and the project related traffic increases* the ADT by 25%

* Average Daily Traffic Volume "increase" denotes adverse impacts; "decrease" denotes beneficial impacts.

TABLE 13
STREET SEGMENT IMPACT ANALYSIS

Scenario	Segment	Analyzed Classification	Existing ADT	Existing Plus Project				
				Project ADT	ADT	% Change	Significance Threshold	Significant Impact?
Pico Blvd only	**14th Street** between Bay Street and Grant Street	Collector	7,603	0	7,603	0.0%	1 trip	NO
14th St and Pico Blvd	**14th Street** between Bay Street and Grant Street	Collector	7,603	0	7,603	0.0%	1 trip	NO
14th St only	**14th Street** between Bay Street and Grant Street	Collector	7,603	7	7,610	0.1%	1 trip	YES

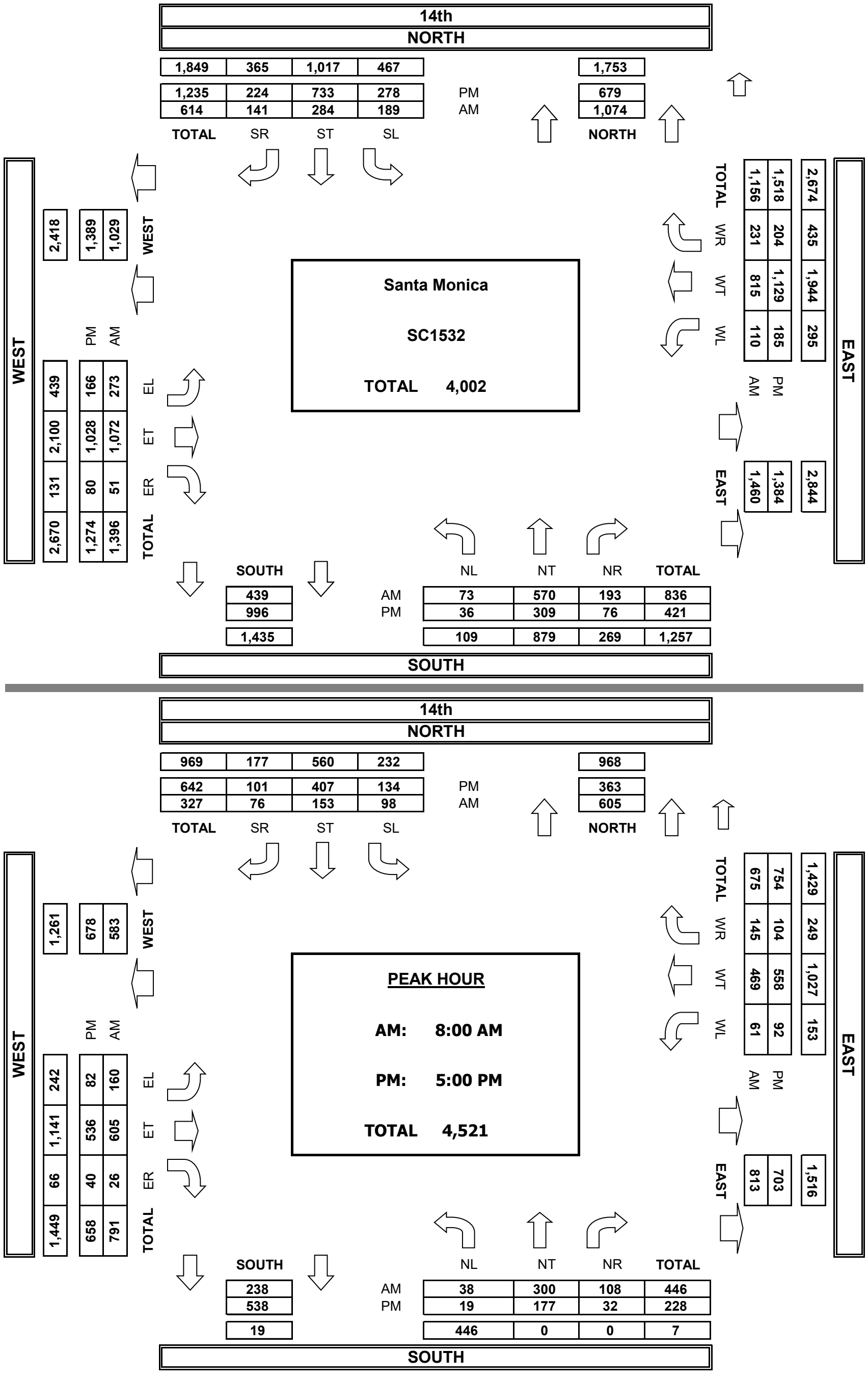
FEHR PEERS

Attachment A

Traffic Counts

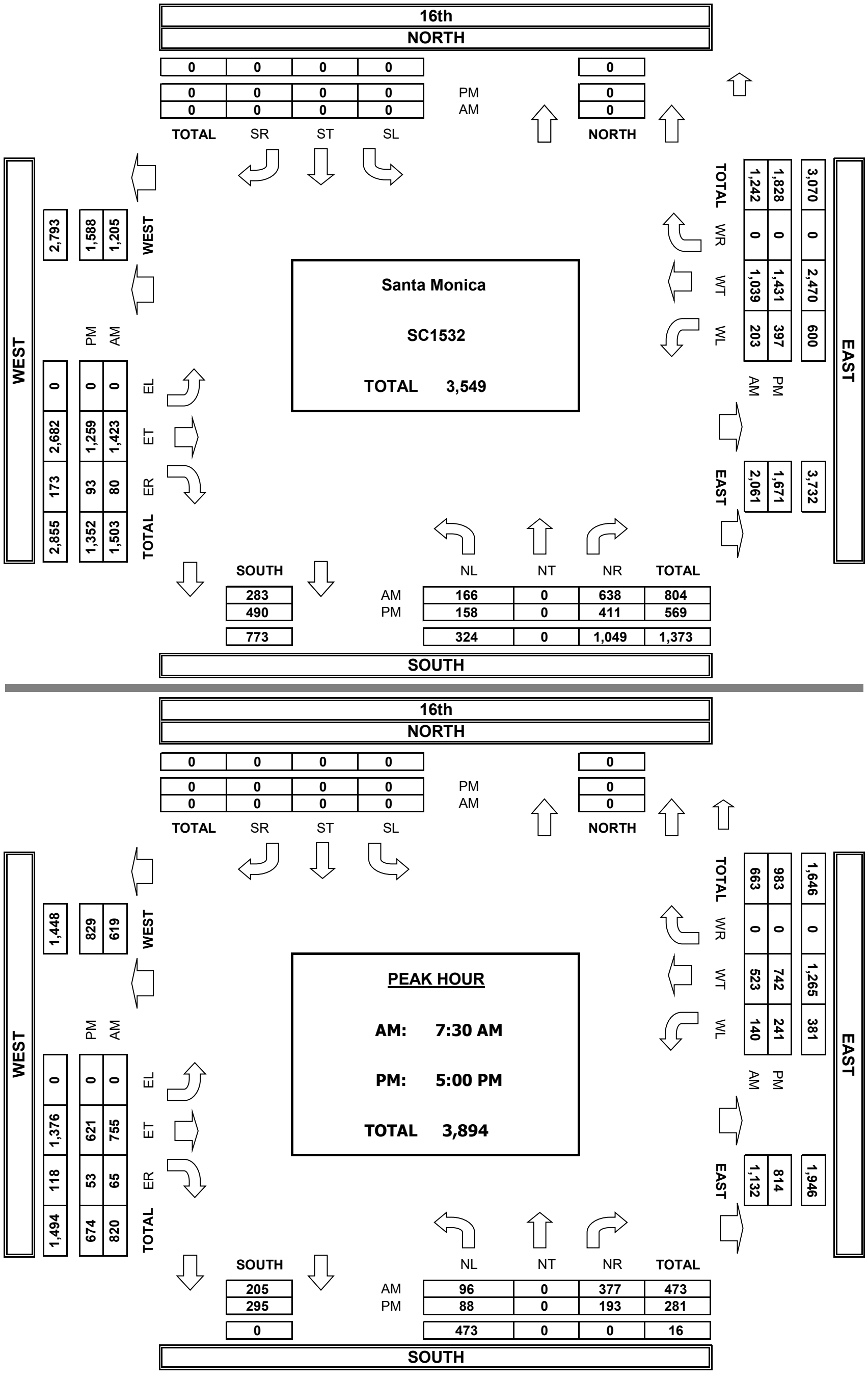
AimTD LLC

TURNING MOVEMENT COUNTS



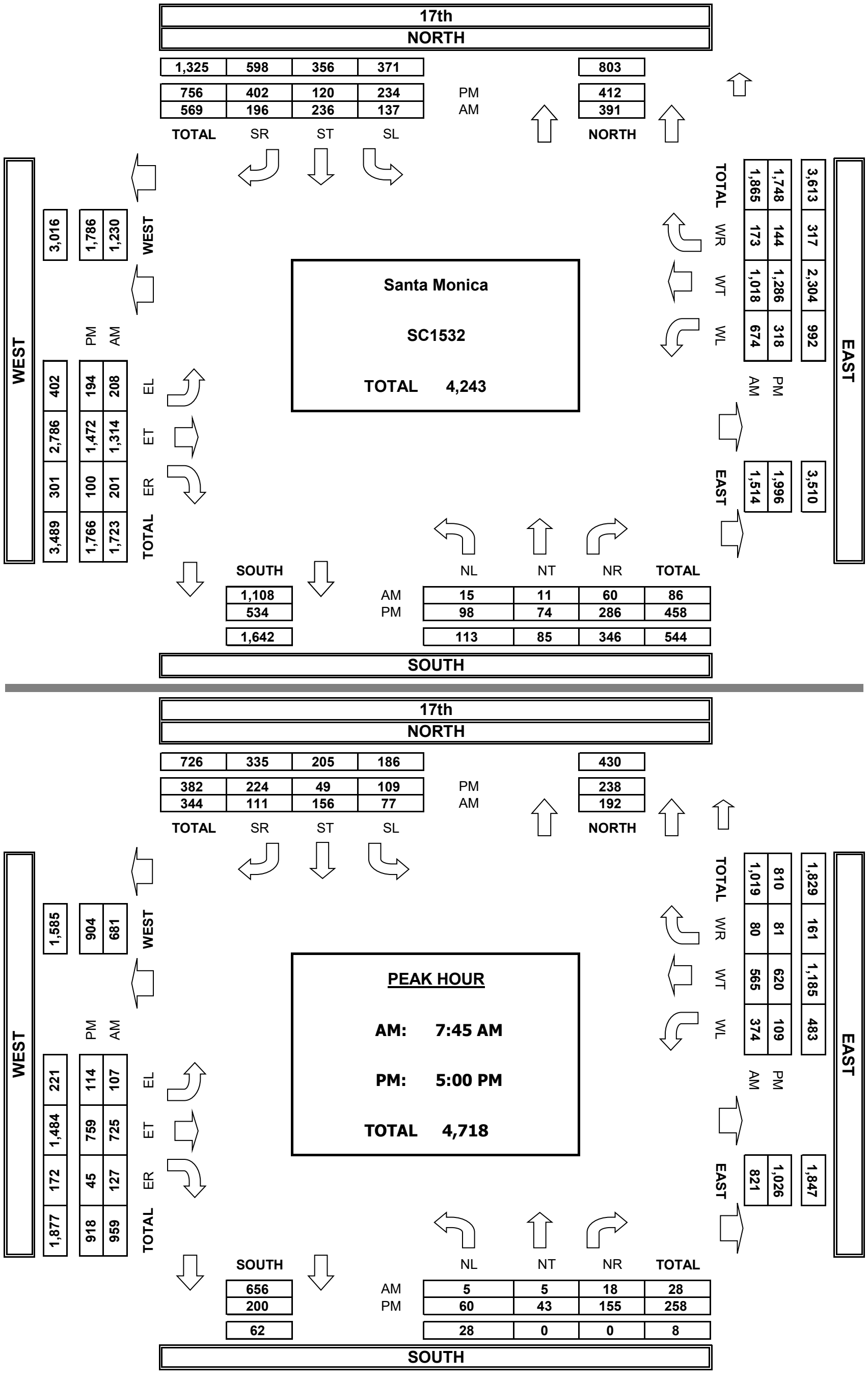
AimTD LLC

TURNING MOVEMENT COUNTS



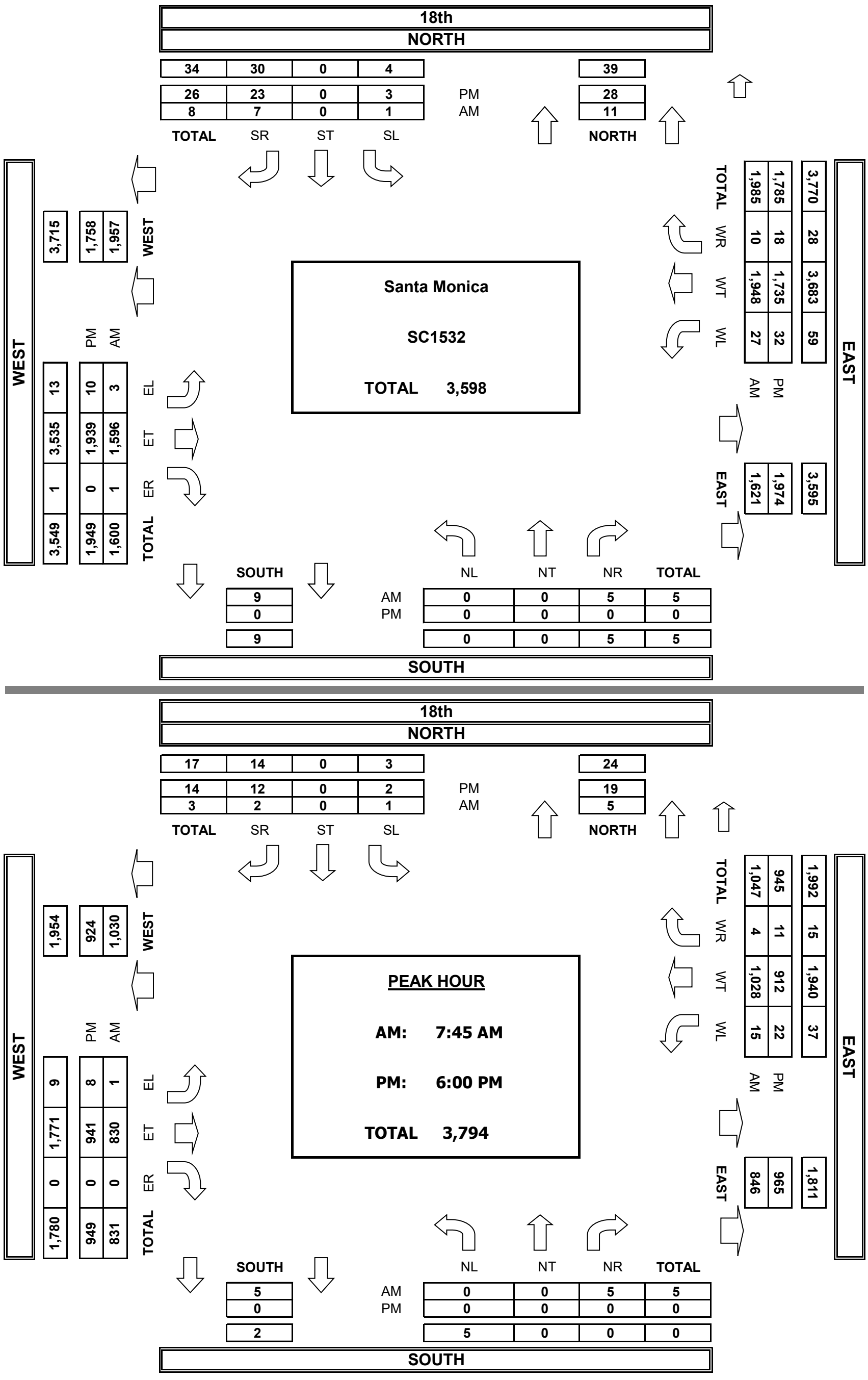
AimTD LLC

TURNING MOVEMENT COUNTS



AimTD LLC

TURNING MOVEMENT COUNTS



Prepared by National Data & Surveying Services

14th St & Pearl St

Peak Hour Turning Movement Count

ID: 19-05737-001
City: Santa Monica

Day: Tuesday
Date: 12/03/2019

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

14th St — SOUTHBOUND

AM	15	161	48	0	388	AM
NOON	0	0	0	0	0	NOON
PM	14	361	40	0	216	PM

EASTBOUND — Pearl St

AM	NOON	PM		
118	0	87	⇦	
0	0	0	↶	0
19	0	13	↱	0
119	0	72	→	2
10	0	17	↴	0
AM	NOON	PM		

WESTBOUND — Pearl St

PM	NOON	AM		
30	0	63	↰	0
71	0	97	←	2
30	0	27	↰	0
0	0	0	↶	0
125	0	205	⇨	
PM	NOON	AM		

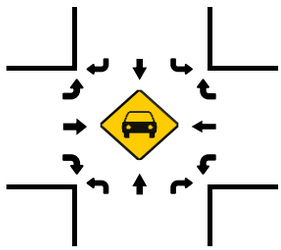
CONTROL: 4-Way Stop

	AM	NOON	PM
TEV	909	0	836
PHF	0.81		0.90

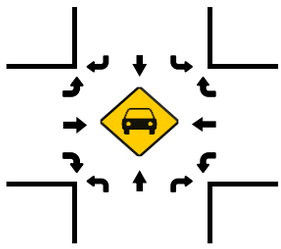
14th St — NORTHBOUND

PM	408	0	2	173	13	PM
NOON	0	0	0	0	0	NOON
AM	198	0	6	306	38	AM

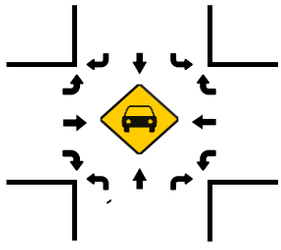
Total Vehicles (AM)



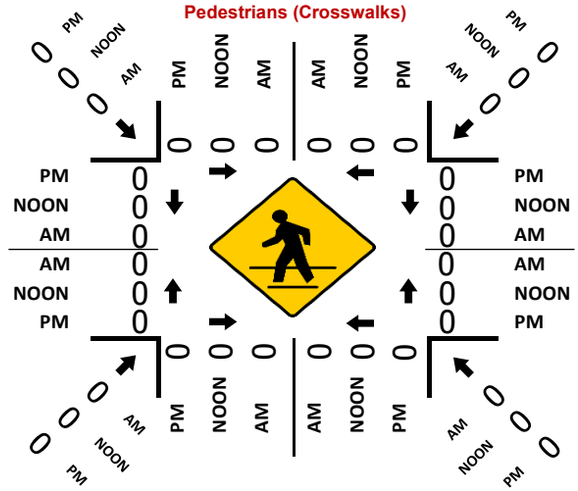
Total Vehicles (NOON)



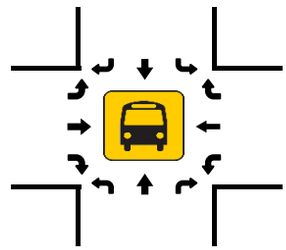
Total Vehicles (PM)



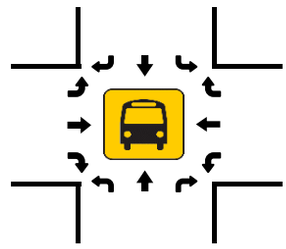
Pedestrians (Crosswalks)



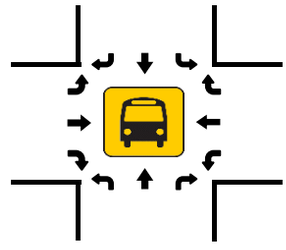
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

VOLUME

14th St Bet. Bay St & Grant St

Day: Thursday
Date: 2/20/2020

City: Santa Monica
Project #: CA20_5038_001

DAILY TOTALS	NB	SB	EB	WB	Total
	3,701	3,902	0	0	7,603

AM Period	NB		SB		EB		WB		TOTAL	
0:00	2		3						5	
0:15	3		1						4	
0:30	1		3						4	
0:45	1	7	4	11					5	18
1:00	0		1						1	
1:15	1		0						1	
1:30	0		0						0	
1:45	1	2	0	1					1	3
2:00	0		1						1	
2:15	0		3						3	
2:30	2		1						3	
2:45	0	2	2	7					2	9
3:00	1		1						2	
3:15	0		1						1	
3:30	2		1						3	
3:45	1	4	1	4					2	8
4:00	1		0						1	
4:15	1		0						1	
4:30	0		1						1	
4:45	1	3	1	2					2	5
5:00	1		2						3	
5:15	6		4						10	
5:30	3		5						8	
5:45	9	19	3	14					12	33
6:00	7		2						9	
6:15	13		6						19	
6:30	26		7						33	
6:45	31	77	19	34					50	111
7:00	47		17						64	
7:15	76		24						100	
7:30	92		32						124	
7:45	112	327	48	121					160	448
8:00	125		76						201	
8:15	125		72						197	
8:30	118		57						175	
8:45	123	491	46	251					169	742
9:00	119		53						172	
9:15	85		39						124	
9:30	89		34						123	
9:45	86	379	49	175					135	554
10:00	65		33						98	
10:15	62		51						113	
10:30	67		31						98	
10:45	48	242	40	155					88	397
11:00	47		67						114	
11:15	39		39						78	
11:30	52		43						95	
11:45	64	202	52	201					116	403
TOTALS		1755		976						**2731**
SPLIT %		64.3%		35.7%						**35.9%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	58		47						105	
12:15	62		53						115	
12:30	55		53						108	
12:45	76	251	46	199					122	450
13:00	51		50						101	
13:15	45		54						99	
13:30	44		68						112	
13:45	62	202	59	231					121	433
14:00	67		63						130	
14:15	50		62						112	
14:30	42		92						134	
14:45	62	221	82	299					144	520
15:00	92		69						161	
15:15	52		110						162	
15:30	73		108						181	
15:45	72	289	97	384					169	673
16:00	54		113						167	
16:15	50		104						154	
16:30	56		104						160	
16:45	57	217	110	431					167	648
17:00	57		107						164	
17:15	66		119						185	
17:30	64		106						170	
17:45	68	255	123	455					191	710
18:00	49		82						131	
18:15	43		113						156	
18:30	46		102						148	
18:45	36	174	88	385					124	559
19:00	47		82						129	
19:15	45		63						108	
19:30	34		57						91	
19:45	33	159	56	258					89	417
20:00	19		36						55	
20:15	15		47						62	
20:30	21		27						48	
20:45	23	78	17	127					40	205
21:00	20		30						50	
21:15	17		26						43	
21:30	16		22						38	
21:45	10	63	19	97					29	160
22:00	8		15						23	
22:15	6		15						21	
22:30	5		10						15	
22:45	7	26	8	48					15	74
23:00	5		6						11	
23:15	3		2						5	
23:30	1		1						2	
23:45	2	11	3	12					5	23
TOTALS		1946		2926						**4872**
SPLIT %		39.9%		60.1%						**64.1%**

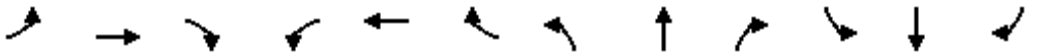
DAILY TOTALS	NB	SB	EB	WB	Total
	3,701	3,902	0	0	7,603

AM Peak Hour	8:00	7:45			**8:00**	**PM Peak Hour**	15:00	17:00			**17:00**
AM Pk Volume	491	253			**742**	**PM Pk Volume**	289	455			**710**
Pk Hr Factor	0.982	0.832			**0.923**	**Pk Hr Factor**	0.785	0.925			**0.929**
7 - 9 Volume	818	372	0	0	**1190**	**4 - 6 Volume**	472	886	0	0	**1358**
7 - 9 Peak Hour	8:00	7:45			**8:00**	**4 - 6 Peak Hour**	17:00	17:00			**17:00**
7 - 9 Pk Volume	491	253	0	0	**742**	**4 - 6 Pk Volume**	255	455	0	0	**710**
Pk Hr Factor	0.982	0.832	0.000	0.000	**0.923**	**Pk Hr Factor**	0.938	0.925	0.000	0.000	**0.929**

FEHR PEERS

Attachment B

Level of Service Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	620	27	62	480	149	39	307	111	100	157	78
Future Volume (veh/h)	164	620	27	62	480	149	39	307	111	100	157	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	674	29	67	522	162	42	334	121	109	171	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1695	73	344	1305	403	454	334	121	217	228	193
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	757	3471	149	744	2673	826	1781	1310	475	1781	1870	1585
Grp Volume(v), veh/h	178	345	358	67	346	338	42	0	455	109	171	85
Grp Sat Flow(s),veh/h/ln	757	1777	1843	744	1777	1722	1781	0	1785	1781	1870	1585
Q Serve(g_s), s	21.1	12.3	12.3	8.2	17.5	17.6	1.8	0.0	25.5	5.7	8.8	5.0
Cycle Q Clear(g_c), s	38.7	12.3	12.3	20.5	17.5	17.6	1.8	0.0	25.5	5.7	8.8	5.0
Prop In Lane	1.00		0.08	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	309	868	900	344	868	841	454	0	455	217	228	193
V/C Ratio(X)	0.58	0.40	0.40	0.20	0.40	0.40	0.09	0.00	1.00	0.50	0.75	0.44
Avail Cap(c_a), veh/h	309	868	900	344	868	841	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	16.2	16.2	35.7	28.8	28.8	28.4	0.0	37.2	41.1	42.5	40.8
Incr Delay (d2), s/veh	7.6	1.4	1.3	1.2	1.3	1.4	0.1	0.0	42.1	1.8	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.2	5.4	1.7	8.6	8.4	0.8	0.0	16.2	2.6	4.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	17.6	17.6	36.9	30.1	30.2	28.5	0.0	79.3	42.9	47.4	42.3
LnGrp LOS	D	B	B	D	C	C	C	A	E	D	D	D
Approach Vol, veh/h		881			751			497			365	
Approach Delay, s/veh		21.8			30.8			75.0			44.9	
Approach LOS		C			C			E			D	

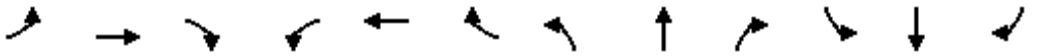
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.3		30.0		53.3		16.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		22.5		27.5		40.7		10.8				
Green Ext Time (p_c), s		4.0		0.0		0.0		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			38.5									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	773	67	143	536	98	386
Future Volume (veh/h)	773	67	143	536	98	386
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	840	73	155	583	107	420
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1865	162	379	2328	454	404
Arrive On Green	0.19	0.19	0.11	1.00	0.25	0.25
Sat Flow, veh/h	3402	287	1781	3647	1781	1585
Grp Volume(v), veh/h	451	462	155	583	107	420
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.6	22.6	3.6	0.0	4.8	25.5
Cycle Q Clear(g_c), s	22.6	22.6	3.6	0.0	4.8	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1002	1025	379	2328	454	404
V/C Ratio(X)	0.45	0.45	0.41	0.25	0.24	1.04
Avail Cap(c_a), veh/h	1002	1025	448	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	26.9	26.9	10.4	0.0	29.5	37.2
Incr Delay (d2), s/veh	1.3	1.3	0.7	0.2	1.2	55.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	11.3	1.2	0.1	2.2	15.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.3	28.2	11.1	0.2	30.7	92.5
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	913			738	527	
Approach Delay, s/veh	28.2			2.5	80.0	
Approach LOS	C			A	E	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.1	60.9		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.6	24.6		2.0
Green Ext Time (p_c), s		0.0	0.1	6.7		4.6

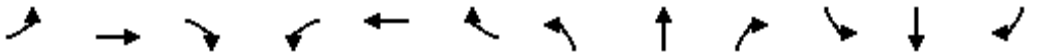
Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	743	130	383	579	82	5	5	18	79	160	114
Future Volume (veh/h)	110	743	130	383	579	82	5	5	18	79	160	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	808	141	416	629	89	5	5	20	86	174	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	1497	261	513	1954	276	115	98	388	194	249	177
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	734	3024	528	1781	3126	442	249	401	1585	1386	1016	724
Grp Volume(v), veh/h	120	475	474	416	357	361	10	0	20	86	0	298
Grp Sat Flow(s),veh/h/ln	734	1777	1775	1781	1777	1791	650	0	1585	1386	0	1740
Q Serve(g_s), s	0.2	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.0	6.0	0.0	15.6
Cycle Q Clear(g_c), s	0.2	0.6	0.6	8.5	0.0	0.0	15.7	0.0	1.0	21.7	0.0	15.6
Prop In Lane	1.00		0.30	1.00		0.25	0.50		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	435	880	879	513	1111	1119	213	0	388	194	0	426
V/C Ratio(X)	0.28	0.54	0.54	0.81	0.32	0.32	0.05	0.00	0.05	0.44	0.00	0.70
Avail Cap(c_a), veh/h	435	880	879	513	1111	1119	213	0	388	194	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	13.6	0.0	0.0	29.6	0.0	28.9	44.3	0.0	34.4
Incr Delay (d2), s/veh	1.3	1.9	2.0	9.1	0.7	0.7	0.4	0.0	0.3	7.2	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	5.2	0.2	0.2	0.2	0.0	0.4	2.4	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.5	2.2	2.2	22.7	0.7	0.7	30.0	0.0	29.1	51.5	0.0	43.6
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1069			1134			30			384	
Approach Delay, s/veh		2.1			8.8			29.4			45.4	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		17.7	10.5	2.6		23.7		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.2		0.2		5.3				

Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	850	0	15	1053	4	0	0	5	1	0	2
Future Volume (veh/h)	1	850	0	15	1053	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	924	0	16	1145	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	610	3269	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3632	13	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	496	429	0	16	560	589	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	4.6	4.6	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	4.6	4.6	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	610	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.31	0.32	0.00	0.03	0.35	0.35	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	730	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.6	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.3	1.3	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		925			1165			5			3	
Approach Delay, s/veh		0.5			1.3			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		6.6		2.3				
Green Ext Time (p_c), s	0.0	7.4		0.0		10.4		0.0				

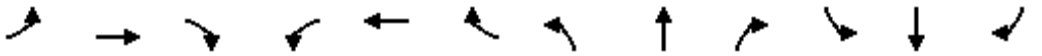
Intersection Summary			
HCM 6th Ctrl Delay		1.2	
HCM 6th LOS		A	

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	120	10	27	98	64	6	308	38	48	162	15
Future Vol, veh/h	19	120	10	27	98	64	6	308	38	48	162	15
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	130	11	29	107	70	7	335	41	52	176	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	11.8	15.5	12.3
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	21%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	7%	34%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	352	149	189	225
LT Vol	6	19	27	48
Through Vol	308	120	98	162
RT Vol	38	10	64	15
Lane Flow Rate	383	162	205	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.572	0.272	0.331	0.385
Departure Headway (Hd)	5.386	6.048	5.803	5.665
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	666	590	616	631
Service Time	3.447	4.127	3.878	3.733
HCM Lane V/C Ratio	0.575	0.275	0.333	0.388
HCM Control Delay	15.5	11.4	11.8	12.3
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.6	1.1	1.4	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	549	41	94	571	107	19	181	33	137	417	103
Future Volume (veh/h)	84	549	41	94	571	107	19	181	33	137	417	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	597	45	102	621	116	21	197	36	149	453	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	1763	133	393	1573	293	265	229	42	379	397	337
Arrive On Green	0.53	0.53	0.53	0.17	0.17	0.17	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	721	3350	252	787	2989	557	1781	1539	281	1781	1870	1585
Grp Volume(v), veh/h	91	316	326	102	369	368	21	0	233	149	453	112
Grp Sat Flow(s),veh/h/ln	721	1777	1825	787	1777	1770	1781	0	1820	1781	1870	1585
Q Serve(g_s), s	11.4	12.3	12.3	14.0	22.1	22.2	1.2	0.0	15.0	8.6	25.5	7.2
Cycle Q Clear(g_c), s	33.6	12.3	12.3	26.3	22.1	22.2	1.2	0.0	15.0	8.6	25.5	7.2
Prop In Lane	1.00		0.14	1.00		0.31	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	306	935	961	393	935	932	265	0	271	379	397	337
V/C Ratio(X)	0.30	0.34	0.34	0.26	0.39	0.40	0.08	0.00	0.86	0.39	1.14	0.33
Avail Cap(c_a), veh/h	306	935	961	393	935	932	379	0	387	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	16.4	16.4	39.9	32.6	32.6	44.0	0.0	49.9	40.6	47.2	40.0
Incr Delay (d2), s/veh	2.5	1.0	1.0	1.5	1.2	1.2	0.1	0.0	12.9	0.7	89.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.2	5.4	3.1	10.8	10.8	0.6	0.0	7.8	3.9	21.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	17.4	17.3	41.4	33.8	33.8	44.1	0.0	62.8	41.3	136.2	40.6
LnGrp LOS	C	B	B	D	C	C	D	A	E	D	F	D
Approach Vol, veh/h		733			839			254			714	
Approach Delay, s/veh		19.2			34.7			61.2			101.4	
Approach LOS		B			C			E			F	

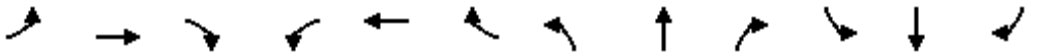
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.7		22.3		67.7		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		28.3		17.0		35.6		27.5				
Green Ext Time (p_c), s		6.0		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	636	54	247	760	90	198
Future Volume (veh/h)	636	54	247	760	90	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	691	59	268	826	98	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1808	154	474	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3407	283	1781	3647	1781	1585
Grp Volume(v), veh/h	370	380	268	826	98	215
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.0	22.1	8.2	0.0	5.2	14.0
Cycle Q Clear(g_c), s	22.0	22.1	8.2	0.0	5.2	14.0
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	969	992	474	2384	453	403
V/C Ratio(X)	0.38	0.38	0.57	0.35	0.22	0.53
Avail Cap(c_a), veh/h	969	992	548	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	31.4	31.4	11.2	0.0	35.3	38.6
Incr Delay (d2), s/veh	1.1	1.0	1.0	0.4	1.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	11.1	2.6	0.1	2.4	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.5	32.4	12.2	0.4	36.4	43.6
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	750			1094	313	
Approach Delay, s/veh	32.4			3.3	41.4	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		35.0	15.0	70.0		85.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		30.5	15.5	60.5		80.5
Max Q Clear Time (g_c+I1), s		16.0	10.2	24.1		2.0
Green Ext Time (p_c), s		0.9	0.4	5.4		7.3

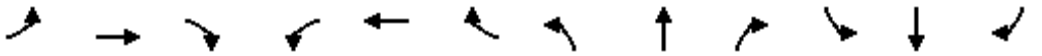
Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	777	46	112	635	83	61	44	159	112	50	229
Future Volume (veh/h)	117	777	46	112	635	83	61	44	159	112	50	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	845	50	122	690	90	66	48	173	122	54	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	1889	112	370	2015	263	111	69	403	78	74	340
Arrive On Green	0.37	0.37	0.37	0.09	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	693	3409	202	1781	3161	412	250	271	1585	1160	290	1339
Grp Volume(v), veh/h	127	440	455	122	388	392	114	0	173	122	0	303
Grp Sat Flow(s),veh/h/ln	693	1777	1834	1781	1777	1796	521	0	1585	1160	0	1629
Q Serve(g_s), s	15.8	22.4	22.4	3.5	0.0	0.0	8.2	0.0	11.0	1.9	0.0	20.4
Cycle Q Clear(g_c), s	15.8	22.4	22.4	3.5	0.0	0.0	28.6	0.0	11.0	30.5	0.0	20.4
Prop In Lane	1.00		0.11	1.00		0.23	0.58		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	444	985	1016	370	1133	1145	180	0	403	78	0	414
V/C Ratio(X)	0.29	0.45	0.45	0.33	0.34	0.34	0.63	0.00	0.43	1.57	0.00	0.73
Avail Cap(c_a), veh/h	444	985	1016	444	1133	1145	180	0	403	78	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	23.9	23.9	11.9	0.0	0.0	49.4	0.0	37.5	59.8	0.0	41.0
Incr Delay (d2), s/veh	1.5	1.4	1.3	0.5	0.8	0.8	15.8	0.0	3.3	307.6	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.4	10.7	1.3	0.2	0.2	4.2	0.0	4.6	9.0	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	25.2	25.2	12.4	0.8	0.8	65.2	0.0	40.8	367.4	0.0	51.9
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1022			902			287			425	
Approach Delay, s/veh		25.0			2.3			50.5			142.4	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.0	75.0		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		30.6	5.5	24.4		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.4		0.0		5.9				

Intersection Summary												
HCM 6th Ctrl Delay			38.9									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	964	0	23	934	11	0	0	0	2	0	12
Future Volume (veh/h)	8	964	0	23	934	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1048	0	25	1015	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2250	0	370	2563	30	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	10	3539	0	1781	3597	43	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	564	493	0	25	501	526	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	18.4	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.0	18.4	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1234	1053	0	370	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.46	0.47	0.00	0.07	0.40	0.40	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1234	1053	0	484	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	10.5	0.0	7.6	6.9	6.9	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.3	0.0	0.1	0.9	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.6	0.0	0.2	5.0	5.2	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	11.8	0.0	7.7	7.8	7.8	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1057			1052			0			15	
Approach Delay, s/veh		11.7			7.8			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	82.7		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	20.4		2.9		15.6		0.0				
Green Ext Time (p_c), s	0.0	9.1		0.0		8.7		0.0				

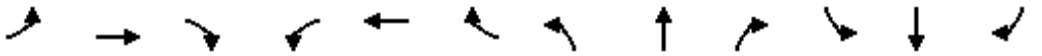
Intersection Summary												
HCM 6th Ctrl Delay			9.9									
HCM 6th LOS			A									

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
Future Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	79	18	33	78	33	2	189	14	43	396	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	10.5	10.6	16.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	13%	23%	10%
Vol Thru, %	92%	71%	55%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	103	132	418
LT Vol	2	13	30	40
Through Vol	174	73	72	364
RT Vol	13	17	30	14
Lane Flow Rate	205	112	143	454
Geometry Grp	1	1	1	1
Degree of Util (X)	0.302	0.182	0.229	0.631
Departure Headway (Hd)	5.297	5.837	5.755	4.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	614	623	722
Service Time	3.335	3.882	3.798	3.028
HCM Lane V/C Ratio	0.302	0.182	0.23	0.629
HCM Control Delay	10.6	10.2	10.5	16.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.3	0.7	0.9	4.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	621	27	71	480	149	39	307	112	101	156	78
Future Volume (veh/h)	164	621	27	71	480	149	39	307	112	101	156	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	675	29	77	522	162	42	334	122	110	170	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1697	73	344	1307	404	454	333	122	216	227	192
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	757	3471	149	743	2673	826	1781	1307	477	1781	1870	1585
Grp Volume(v), veh/h	178	345	359	77	346	338	42	0	456	110	170	85
Grp Sat Flow(s),veh/h/ln	757	1777	1844	743	1777	1722	1781	0	1784	1781	1870	1585
Q Serve(g_s), s	21.1	12.3	12.3	9.4	17.5	17.6	1.8	0.0	25.5	5.8	8.8	5.0
Cycle Q Clear(g_c), s	38.7	12.3	12.3	21.8	17.5	17.6	1.8	0.0	25.5	5.8	8.8	5.0
Prop In Lane	1.00		0.08	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	309	869	901	344	869	842	454	0	455	216	227	192
V/C Ratio(X)	0.58	0.40	0.40	0.22	0.40	0.40	0.09	0.00	1.00	0.51	0.75	0.44
Avail Cap(c_a), veh/h	309	869	901	344	869	842	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	16.2	16.2	36.2	28.8	28.8	28.4	0.0	37.3	41.2	42.5	40.8
Incr Delay (d2), s/veh	7.6	1.4	1.3	1.5	1.3	1.4	0.1	0.0	42.7	1.9	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.2	5.4	2.0	8.6	8.4	0.8	0.0	16.3	2.6	4.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	17.6	17.5	37.7	30.1	30.2	28.5	0.0	80.0	43.0	47.4	42.4
LnGrp LOS	D	B	B	D	C	C	C	A	F	D	D	D
Approach Vol, veh/h		882			761			498			365	
Approach Delay, s/veh		21.8			30.9			75.6			44.9	
Approach LOS		C			C			E			D	

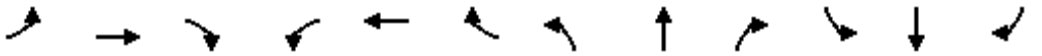
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.4		30.0		53.4		16.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		23.8		27.5		40.7		10.8				
Green Ext Time (p_c), s		3.8		0.0		0.0		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	778	67	143	544	99	387
Future Volume (veh/h)	778	67	143	544	99	387
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	846	73	155	591	108	421
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1866	161	377	2328	454	404
Arrive On Green	0.19	0.19	0.11	1.00	0.25	0.25
Sat Flow, veh/h	3404	286	1781	3647	1781	1585
Grp Volume(v), veh/h	454	465	155	591	108	421
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.7	22.7	3.6	0.0	4.8	25.5
Cycle Q Clear(g_c), s	22.7	22.7	3.6	0.0	4.8	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1002	1025	377	2328	454	404
V/C Ratio(X)	0.45	0.45	0.41	0.25	0.24	1.04
Avail Cap(c_a), veh/h	1002	1025	446	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.0	27.0	10.5	0.0	29.5	37.2
Incr Delay (d2), s/veh	1.3	1.3	0.7	0.2	1.2	56.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	11.4	1.2	0.1	2.2	15.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.3	28.3	11.2	0.2	30.8	93.2
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	919			746	529	
Approach Delay, s/veh	28.3			2.5	80.5	
Approach LOS	C			A	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.1	60.9		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.6	24.7		2.0
Green Ext Time (p_c), s		0.0	0.1	6.7		4.7

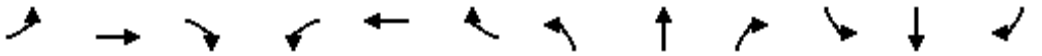
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	745	134	404	587	82	5	5	20	79	161	114
Future Volume (veh/h)	110	745	134	404	587	82	5	5	20	79	161	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	810	146	439	638	89	5	5	22	86	175	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	1489	268	511	1958	273	115	98	388	193	250	177
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	728	3008	542	1781	3132	436	247	400	1585	1383	1019	722
Grp Volume(v), veh/h	120	479	477	439	361	366	10	0	22	86	0	299
Grp Sat Flow(s),veh/h/ln	728	1777	1773	1781	1777	1792	647	0	1585	1383	0	1740
Q Serve(g_s), s	0.2	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.1	6.0	0.0	15.7
Cycle Q Clear(g_c), s	0.2	0.6	0.6	8.5	0.0	0.0	15.8	0.0	1.1	21.8	0.0	15.7
Prop In Lane	1.00		0.31	1.00		0.24	0.50		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	432	880	878	511	1111	1120	212	0	388	193	0	426
V/C Ratio(X)	0.28	0.54	0.54	0.86	0.33	0.33	0.05	0.00	0.06	0.45	0.00	0.70
Avail Cap(c_a), veh/h	432	880	878	511	1111	1120	212	0	388	193	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	15.3	0.0	0.0	29.6	0.0	28.9	44.4	0.0	34.4
Incr Delay (d2), s/veh	1.3	2.0	2.0	13.1	0.7	0.7	0.4	0.0	0.3	7.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	6.3	0.2	0.2	0.2	0.0	0.4	2.5	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.5	2.2	2.2	28.4	0.7	0.7	30.0	0.0	29.2	51.7	0.0	43.7
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1076			1166			32			385	
Approach Delay, s/veh		2.1			11.2			29.4			45.5	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		17.8	10.5	2.6		23.8		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.4		0.2		5.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	854	0	15	1081	4	0	0	5	1	0	2
Future Volume (veh/h)	1	854	0	15	1081	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	928	0	16	1175	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	609	3269	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3633	12	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	498	431	0	16	575	604	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	609	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.31	0.32	0.00	0.03	0.36	0.36	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	728	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.6	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.4	1.3	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		929			1195			5			3	
Approach Delay, s/veh		0.5			1.3			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		6.8		2.3				
Green Ext Time (p_c), s	0.0	7.4		0.0		10.9		0.0				

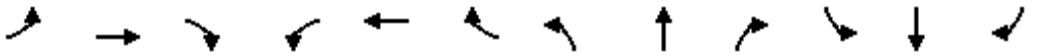
Intersection Summary			
HCM 6th Ctrl Delay		1.2	
HCM 6th LOS		A	

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	120	10	27	98	64	6	309	38	48	161	15
Future Vol, veh/h	19	120	10	27	98	64	6	309	38	48	161	15
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	130	11	29	107	70	7	336	41	52	175	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	11.8	15.5	12.3
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	21%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	7%	34%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	149	189	224
LT Vol	6	19	27	48
Through Vol	309	120	98	161
RT Vol	38	10	64	15
Lane Flow Rate	384	162	205	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.574	0.272	0.331	0.383
Departure Headway (Hd)	5.385	6.048	5.803	5.666
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	590	616	631
Service Time	3.445	4.127	3.878	3.736
HCM Lane V/C Ratio	0.575	0.275	0.333	0.385
HCM Control Delay	15.5	11.4	11.8	12.3
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.7	1.1	1.4	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	549	41	97	571	107	19	181	33	137	417	103
Future Volume (veh/h)	84	549	41	97	571	107	19	181	33	137	417	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	597	45	105	621	116	21	197	36	149	453	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	1763	133	393	1573	293	265	229	42	379	397	337
Arrive On Green	0.53	0.53	0.53	0.17	0.17	0.17	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	721	3350	252	787	2989	557	1781	1539	281	1781	1870	1585
Grp Volume(v), veh/h	91	316	326	105	369	368	21	0	233	149	453	112
Grp Sat Flow(s),veh/h/ln	721	1777	1825	787	1777	1770	1781	0	1820	1781	1870	1585
Q Serve(g_s), s	11.4	12.3	12.3	14.4	22.1	22.2	1.2	0.0	15.0	8.6	25.5	7.2
Cycle Q Clear(g_c), s	33.6	12.3	12.3	26.7	22.1	22.2	1.2	0.0	15.0	8.6	25.5	7.2
Prop In Lane	1.00		0.14	1.00		0.31	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	306	935	961	393	935	932	265	0	271	379	397	337
V/C Ratio(X)	0.30	0.34	0.34	0.27	0.39	0.40	0.08	0.00	0.86	0.39	1.14	0.33
Avail Cap(c_a), veh/h	306	935	961	393	935	932	379	0	387	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	16.4	16.4	40.1	32.6	32.6	44.0	0.0	49.9	40.6	47.2	40.0
Incr Delay (d2), s/veh	2.5	1.0	1.0	1.6	1.2	1.2	0.1	0.0	12.9	0.7	89.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.2	5.4	3.2	10.8	10.8	0.6	0.0	7.8	3.9	21.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	17.4	17.3	41.7	33.8	33.8	44.1	0.0	62.8	41.3	136.2	40.6
LnGrp LOS	C	B	B	D	C	C	D	A	E	D	F	D
Approach Vol, veh/h		733			842			254			714	
Approach Delay, s/veh		19.2			34.8			61.2			101.4	
Approach LOS		B			C			E			F	

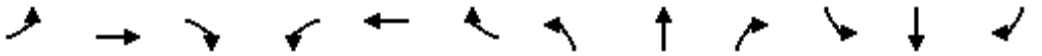
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.7		22.3		67.7		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		28.7		17.0		35.6		27.5				
Green Ext Time (p_c), s		6.0		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	645	55	247	763	90	198
Future Volume (veh/h)	645	55	247	763	90	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	701	60	268	829	98	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1807	155	469	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3406	283	1781	3647	1781	1585
Grp Volume(v), veh/h	376	385	268	829	98	215
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.4	22.4	8.2	0.0	5.2	14.0
Cycle Q Clear(g_c), s	22.4	22.4	8.2	0.0	5.2	14.0
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	969	992	469	2384	453	403
V/C Ratio(X)	0.39	0.39	0.57	0.35	0.22	0.53
Avail Cap(c_a), veh/h	969	992	543	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	31.5	31.5	11.3	0.0	35.3	38.6
Incr Delay (d2), s/veh	1.1	1.1	1.0	0.4	1.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	11.2	2.6	0.1	2.4	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.6	32.6	12.4	0.4	36.4	43.6
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	761			1097	313	
Approach Delay, s/veh	32.6			3.3	41.4	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		35.0	15.0	70.0		85.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		30.5	15.5	60.5		80.5
Max Q Clear Time (g_c+I1), s		16.0	10.2	24.4		2.0
Green Ext Time (p_c), s		0.9	0.4	5.5		7.3

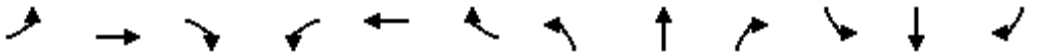
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	785	46	114	637	83	62	44	166	112	50	229
Future Volume (veh/h)	118	785	46	114	637	83	62	44	166	112	50	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	853	50	124	692	90	67	48	180	122	54	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1889	111	368	2016	262	111	68	403	76	74	340
Arrive On Green	0.37	0.37	0.37	0.09	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	691	3411	200	1781	3162	411	251	268	1585	1153	290	1339
Grp Volume(v), veh/h	128	444	459	124	389	393	115	0	180	122	0	303
Grp Sat Flow(s),veh/h/ln	691	1777	1834	1781	1777	1796	519	0	1585	1153	0	1629
Q Serve(g_s), s	16.0	22.7	22.7	3.5	0.0	0.0	8.4	0.0	11.5	1.7	0.0	20.4
Cycle Q Clear(g_c), s	16.0	22.7	22.7	3.5	0.0	0.0	28.8	0.0	11.5	30.5	0.0	20.4
Prop In Lane	1.00		0.11	1.00		0.23	0.58		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	443	984	1016	368	1133	1145	179	0	403	76	0	414
V/C Ratio(X)	0.29	0.45	0.45	0.34	0.34	0.34	0.64	0.00	0.45	1.60	0.00	0.73
Avail Cap(c_a), veh/h	443	984	1016	441	1133	1145	179	0	403	76	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	24.0	24.0	12.0	0.0	0.0	49.6	0.0	37.7	59.8	0.0	41.0
Incr Delay (d2), s/veh	1.5	1.4	1.3	0.5	0.8	0.8	16.3	0.0	3.6	321.7	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	10.5	10.9	1.3	0.2	0.2	4.2	0.0	4.9	9.1	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	25.4	25.3	12.5	0.8	0.8	65.8	0.0	41.2	381.5	0.0	51.9
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1031			906			295			425	
Approach Delay, s/veh		25.1			2.4			50.8			146.5	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.1	74.9		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		30.8	5.5	24.7		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.5		0.0		6.0				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	980	0	23	937	11	0	0	0	2	0	12
Future Volume (veh/h)	8	980	0	23	937	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1065	0	25	1018	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2251	0	364	2563	30	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	10	3540	0	1781	3597	42	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	573	501	0	25	503	527	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	18.8	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.5	18.8	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1234	1053	0	364	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.46	0.48	0.00	0.07	0.40	0.40	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1234	1053	0	478	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	10.6	0.0	7.7	6.9	6.9	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.4	0.0	0.1	0.9	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	6.7	0.0	0.2	5.0	5.2	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	11.9	0.0	7.8	7.9	7.8	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1074			1055			0			15	
Approach Delay, s/veh		11.8			7.8			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	82.7		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	20.8		2.9		15.6		0.0				
Green Ext Time (p_c), s	0.0	9.4		0.0		8.8		0.0				

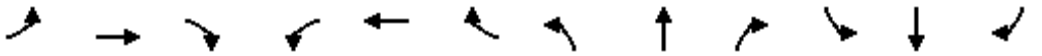
Intersection Summary												
HCM 6th Ctrl Delay			10.0									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
Future Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	79	18	33	78	33	2	189	14	43	396	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	10.5	10.6	16.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	13%	23%	10%
Vol Thru, %	92%	71%	55%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	103	132	418
LT Vol	2	13	30	40
Through Vol	174	73	72	364
RT Vol	13	17	30	14
Lane Flow Rate	205	112	143	454
Geometry Grp	1	1	1	1
Degree of Util (X)	0.302	0.182	0.229	0.631
Departure Headway (Hd)	5.297	5.837	5.755	4.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	614	623	722
Service Time	3.335	3.882	3.798	3.028
HCM Lane V/C Ratio	0.302	0.182	0.23	0.629
HCM Control Delay	10.6	10.2	10.5	16.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.3	0.7	0.9	4.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	621	27	71	480	149	39	307	111	101	156	78
Future Volume (veh/h)	164	621	27	71	480	149	39	307	111	101	156	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	675	29	77	522	162	42	334	121	110	170	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1697	73	344	1307	404	454	334	121	216	227	192
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	757	3471	149	743	2673	826	1781	1310	475	1781	1870	1585
Grp Volume(v), veh/h	178	345	359	77	346	338	42	0	455	110	170	85
Grp Sat Flow(s),veh/h/ln	757	1777	1844	743	1777	1722	1781	0	1785	1781	1870	1585
Q Serve(g_s), s	21.1	12.3	12.3	9.4	17.5	17.6	1.8	0.0	25.5	5.8	8.8	5.0
Cycle Q Clear(g_c), s	38.7	12.3	12.3	21.8	17.5	17.6	1.8	0.0	25.5	5.8	8.8	5.0
Prop In Lane	1.00		0.08	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	309	869	901	344	869	842	454	0	455	216	227	192
V/C Ratio(X)	0.58	0.40	0.40	0.22	0.40	0.40	0.09	0.00	1.00	0.51	0.75	0.44
Avail Cap(c_a), veh/h	309	869	901	344	869	842	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	16.2	16.2	36.2	28.8	28.8	28.4	0.0	37.2	41.2	42.5	40.8
Incr Delay (d2), s/veh	7.6	1.4	1.3	1.5	1.3	1.4	0.1	0.0	42.1	1.9	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.2	5.4	2.0	8.6	8.4	0.8	0.0	16.2	2.6	4.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	17.6	17.5	37.7	30.1	30.2	28.5	0.0	79.3	43.0	47.4	42.4
LnGrp LOS	D	B	B	D	C	C	C	A	E	D	D	D
Approach Vol, veh/h		882			761			497			365	
Approach Delay, s/veh		21.8			30.9			75.0			44.9	
Approach LOS		C			C			E			D	

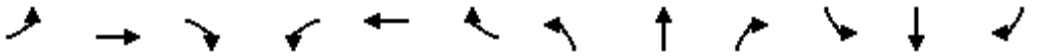
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.4		30.0		53.4		16.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		23.8		27.5		40.7		10.8				
Green Ext Time (p_c), s		3.8		0.0		0.0		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			38.5									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	778	67	143	544	99	387
Future Volume (veh/h)	778	67	143	544	99	387
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	846	73	155	591	108	421
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1866	161	377	2328	454	404
Arrive On Green	0.19	0.19	0.11	1.00	0.25	0.25
Sat Flow, veh/h	3404	286	1781	3647	1781	1585
Grp Volume(v), veh/h	454	465	155	591	108	421
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.7	22.7	3.6	0.0	4.8	25.5
Cycle Q Clear(g_c), s	22.7	22.7	3.6	0.0	4.8	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1002	1025	377	2328	454	404
V/C Ratio(X)	0.45	0.45	0.41	0.25	0.24	1.04
Avail Cap(c_a), veh/h	1002	1025	446	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.0	27.0	10.5	0.0	29.5	37.2
Incr Delay (d2), s/veh	1.3	1.3	0.7	0.2	1.2	56.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	11.4	1.2	0.1	2.2	15.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.3	28.3	11.2	0.2	30.8	93.2
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	919			746	529	
Approach Delay, s/veh	28.3			2.5	80.5	
Approach LOS	C			A	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.1	60.9		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.6	24.7		2.0
Green Ext Time (p_c), s		0.0	0.1	6.7		4.7

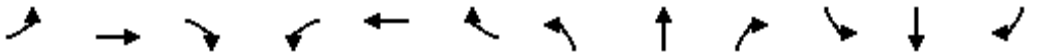
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	745	134	404	587	82	5	5	20	79	161	114
Future Volume (veh/h)	110	745	134	404	587	82	5	5	20	79	161	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	810	146	439	638	89	5	5	22	86	175	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	1489	268	511	1958	273	115	98	388	193	250	177
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	728	3008	542	1781	3132	436	247	400	1585	1383	1019	722
Grp Volume(v), veh/h	120	479	477	439	361	366	10	0	22	86	0	299
Grp Sat Flow(s),veh/h/ln	728	1777	1773	1781	1777	1792	647	0	1585	1383	0	1740
Q Serve(g_s), s	0.2	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.1	6.0	0.0	15.7
Cycle Q Clear(g_c), s	0.2	0.6	0.6	8.5	0.0	0.0	15.8	0.0	1.1	21.8	0.0	15.7
Prop In Lane	1.00		0.31	1.00		0.24	0.50		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	432	880	878	511	1111	1120	212	0	388	193	0	426
V/C Ratio(X)	0.28	0.54	0.54	0.86	0.33	0.33	0.05	0.00	0.06	0.45	0.00	0.70
Avail Cap(c_a), veh/h	432	880	878	511	1111	1120	212	0	388	193	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	15.3	0.0	0.0	29.6	0.0	28.9	44.4	0.0	34.4
Incr Delay (d2), s/veh	1.3	2.0	2.0	13.1	0.7	0.7	0.4	0.0	0.3	7.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	6.3	0.2	0.2	0.2	0.0	0.4	2.5	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.5	2.2	2.2	28.4	0.7	0.7	30.0	0.0	29.2	51.7	0.0	43.7
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1076			1166			32			385	
Approach Delay, s/veh		2.1			11.2			29.4			45.5	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		17.8	10.5	2.6		23.8		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.4		0.2		5.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	854	0	15	1081	4	0	0	5	1	0	2
Future Volume (veh/h)	1	854	0	15	1081	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	928	0	16	1175	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	609	3269	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3633	12	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	498	431	0	16	575	604	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	609	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.31	0.32	0.00	0.03	0.36	0.36	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	728	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.6	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.4	1.3	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		929			1195			5			3	
Approach Delay, s/veh		0.5			1.3			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		6.8		2.3				
Green Ext Time (p_c), s	0.0	7.4		0.0		10.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		1.2	
HCM 6th LOS		A	

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

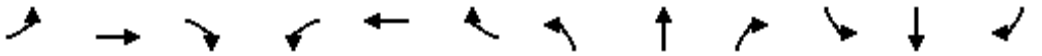
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	120	10	27	98	64	6	309	38	48	161	15
Future Vol, veh/h	19	120	10	27	98	64	6	309	38	48	161	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	130	11	29	107	70	7	336	41	52	175	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	11.8	15.5	12.3
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	21%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	7%	34%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	149	189	224
LT Vol	6	19	27	48
Through Vol	309	120	98	161
RT Vol	38	10	64	15
Lane Flow Rate	384	162	205	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.574	0.272	0.331	0.383
Departure Headway (Hd)	5.385	6.048	5.803	5.666
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	590	616	631
Service Time	3.445	4.127	3.878	3.736
HCM Lane V/C Ratio	0.575	0.275	0.333	0.385
HCM Control Delay	15.5	11.4	11.8	12.3
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.7	1.1	1.4	1.8

1: 14th St & Pico Blvd

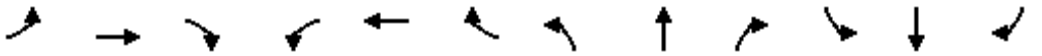
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	549	41	97	571	107	20	181	33	137	417	103
Future Volume (veh/h)	84	549	41	97	571	107	20	181	33	137	417	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	597	45	105	621	116	22	197	36	149	453	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	1763	133	393	1573	293	265	229	42	379	397	337
Arrive On Green	0.53	0.53	0.53	0.17	0.17	0.17	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	721	3350	252	787	2989	557	1781	1539	281	1781	1870	1585
Grp Volume(v), veh/h	91	316	326	105	369	368	22	0	233	149	453	112
Grp Sat Flow(s),veh/h/ln	721	1777	1825	787	1777	1770	1781	0	1820	1781	1870	1585
Q Serve(g_s), s	11.4	12.3	12.4	14.4	22.1	22.2	1.3	0.0	15.0	8.6	25.5	7.2
Cycle Q Clear(g_c), s	33.6	12.3	12.4	26.7	22.1	22.2	1.3	0.0	15.0	8.6	25.5	7.2
Prop In Lane	1.00		0.14	1.00		0.31	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	306	935	960	393	935	932	265	0	271	379	397	337
V/C Ratio(X)	0.30	0.34	0.34	0.27	0.39	0.40	0.08	0.00	0.86	0.39	1.14	0.33
Avail Cap(c_a), veh/h	306	935	960	393	935	932	379	0	387	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	16.4	16.4	40.1	32.6	32.6	44.0	0.0	49.9	40.6	47.2	40.0
Incr Delay (d2), s/veh	2.5	1.0	1.0	1.6	1.2	1.2	0.1	0.0	12.9	0.7	89.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.2	5.4	3.2	10.8	10.8	0.6	0.0	7.8	3.9	21.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	17.4	17.3	41.7	33.8	33.8	44.2	0.0	62.8	41.3	136.2	40.6
LnGrp LOS	C	B	B	D	C	C	D	A	E	D	F	D
Approach Vol, veh/h		733			842			255			714	
Approach Delay, s/veh		19.2			34.8			61.1			101.4	
Approach LOS		B			C			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.7		22.3		67.7		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		28.7		17.0		35.6		27.5				
Green Ext Time (p_c), s		6.0		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	621	27	71	480	149	39	307	111	101	156	78
Future Volume (veh/h)	164	621	27	71	480	149	39	307	111	101	156	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	675	29	77	522	162	42	334	121	110	170	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1697	73	344	1307	404	454	334	121	216	227	192
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	757	3471	149	743	2673	826	1781	1310	475	1781	1870	1585
Grp Volume(v), veh/h	178	345	359	77	346	338	42	0	455	110	170	85
Grp Sat Flow(s),veh/h/ln	757	1777	1844	743	1777	1722	1781	0	1785	1781	1870	1585
Q Serve(g_s), s	21.1	12.3	12.3	9.4	17.5	17.6	1.8	0.0	25.5	5.8	8.8	5.0
Cycle Q Clear(g_c), s	38.7	12.3	12.3	21.8	17.5	17.6	1.8	0.0	25.5	5.8	8.8	5.0
Prop In Lane	1.00		0.08	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	309	869	901	344	869	842	454	0	455	216	227	192
V/C Ratio(X)	0.58	0.40	0.40	0.22	0.40	0.40	0.09	0.00	1.00	0.51	0.75	0.44
Avail Cap(c_a), veh/h	309	869	901	344	869	842	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	16.2	16.2	36.2	28.8	28.8	28.4	0.0	37.2	41.2	42.5	40.8
Incr Delay (d2), s/veh	7.6	1.4	1.3	1.5	1.3	1.4	0.1	0.0	42.1	1.9	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.2	5.4	2.0	8.6	8.4	0.8	0.0	16.2	2.6	4.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	17.6	17.5	37.7	30.1	30.2	28.5	0.0	79.3	43.0	47.4	42.4
LnGrp LOS	D	B	B	D	C	C	C	A	E	D	D	D
Approach Vol, veh/h		882			761			497			365	
Approach Delay, s/veh		21.8			30.9			75.0			44.9	
Approach LOS		C			C			E			D	

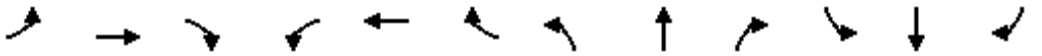
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.4		30.0		53.4		16.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		23.8		27.5		40.7		10.8				
Green Ext Time (p_c), s		3.8		0.0		0.0		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			38.5									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	778	67	143	544	99	387
Future Volume (veh/h)	778	67	143	544	99	387
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	846	73	155	591	108	421
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1866	161	377	2328	454	404
Arrive On Green	0.19	0.19	0.11	1.00	0.25	0.25
Sat Flow, veh/h	3404	286	1781	3647	1781	1585
Grp Volume(v), veh/h	454	465	155	591	108	421
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.7	22.7	3.6	0.0	4.8	25.5
Cycle Q Clear(g_c), s	22.7	22.7	3.6	0.0	4.8	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1002	1025	377	2328	454	404
V/C Ratio(X)	0.45	0.45	0.41	0.25	0.24	1.04
Avail Cap(c_a), veh/h	1002	1025	446	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.0	27.0	10.5	0.0	29.5	37.2
Incr Delay (d2), s/veh	1.3	1.3	0.7	0.2	1.2	56.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	11.4	1.2	0.1	2.2	15.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.3	28.3	11.2	0.2	30.8	93.2
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	919			746	529	
Approach Delay, s/veh	28.3			2.5	80.5	
Approach LOS	C			A	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.1	60.9		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.6	24.7		2.0
Green Ext Time (p_c), s		0.0	0.1	6.7		4.7

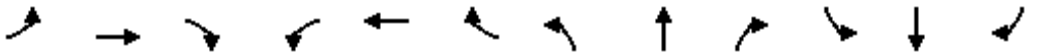
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	745	134	404	587	82	5	5	20	79	161	114
Future Volume (veh/h)	110	745	134	404	587	82	5	5	20	79	161	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	810	146	439	638	89	5	5	22	86	175	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	1489	268	511	1958	273	115	98	388	193	250	177
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	728	3008	542	1781	3132	436	247	400	1585	1383	1019	722
Grp Volume(v), veh/h	120	479	477	439	361	366	10	0	22	86	0	299
Grp Sat Flow(s),veh/h/ln	728	1777	1773	1781	1777	1792	647	0	1585	1383	0	1740
Q Serve(g_s), s	0.2	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.1	6.0	0.0	15.7
Cycle Q Clear(g_c), s	0.2	0.6	0.6	8.5	0.0	0.0	15.8	0.0	1.1	21.8	0.0	15.7
Prop In Lane	1.00		0.31	1.00		0.24	0.50		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	432	880	878	511	1111	1120	212	0	388	193	0	426
V/C Ratio(X)	0.28	0.54	0.54	0.86	0.33	0.33	0.05	0.00	0.06	0.45	0.00	0.70
Avail Cap(c_a), veh/h	432	880	878	511	1111	1120	212	0	388	193	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	15.3	0.0	0.0	29.6	0.0	28.9	44.4	0.0	34.4
Incr Delay (d2), s/veh	1.3	2.0	2.0	13.1	0.7	0.7	0.4	0.0	0.3	7.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	6.3	0.2	0.2	0.2	0.0	0.4	2.5	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.5	2.2	2.2	28.4	0.7	0.7	30.0	0.0	29.2	51.7	0.0	43.7
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1076			1166			32			385	
Approach Delay, s/veh		2.1			11.2			29.4			45.5	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		17.8	10.5	2.6		23.8		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.4		0.2		5.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	854	0	15	1081	4	0	0	5	1	0	2
Future Volume (veh/h)	1	854	0	15	1081	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	928	0	16	1175	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	609	3269	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3633	12	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	498	431	0	16	575	604	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	609	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.31	0.32	0.00	0.03	0.36	0.36	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	728	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.6	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.4	1.3	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		929			1195			5			3	
Approach Delay, s/veh		0.5			1.3			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		6.8		2.3				
Green Ext Time (p_c), s	0.0	7.4		0.0		10.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		1.2	
HCM 6th LOS		A	

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

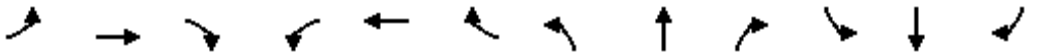
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	120	10	27	98	64	6	309	38	48	161	15
Future Vol, veh/h	19	120	10	27	98	64	6	309	38	48	161	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	130	11	29	107	70	7	336	41	52	175	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	11.8	15.5	12.3
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	21%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	7%	34%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	149	189	224
LT Vol	6	19	27	48
Through Vol	309	120	98	161
RT Vol	38	10	64	15
Lane Flow Rate	384	162	205	243
Geometry Grp	1	1	1	1
Degree of Util (X)	0.574	0.272	0.331	0.383
Departure Headway (Hd)	5.385	6.048	5.803	5.666
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	590	616	631
Service Time	3.445	4.127	3.878	3.736
HCM Lane V/C Ratio	0.575	0.275	0.333	0.385
HCM Control Delay	15.5	11.4	11.8	12.3
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.7	1.1	1.4	1.8

1: 14th St & Pico Blvd

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	549	41	97	571	107	20	181	33	137	417	103
Future Volume (veh/h)	84	549	41	97	571	107	20	181	33	137	417	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	597	45	105	621	116	22	197	36	149	453	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	1763	133	393	1573	293	265	229	42	379	397	337
Arrive On Green	0.53	0.53	0.53	0.17	0.17	0.17	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	721	3350	252	787	2989	557	1781	1539	281	1781	1870	1585
Grp Volume(v), veh/h	91	316	326	105	369	368	22	0	233	149	453	112
Grp Sat Flow(s),veh/h/ln	721	1777	1825	787	1777	1770	1781	0	1820	1781	1870	1585
Q Serve(g_s), s	11.4	12.3	12.4	14.4	22.1	22.2	1.3	0.0	15.0	8.6	25.5	7.2
Cycle Q Clear(g_c), s	33.6	12.3	12.4	26.7	22.1	22.2	1.3	0.0	15.0	8.6	25.5	7.2
Prop In Lane	1.00		0.14	1.00		0.31	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	306	935	960	393	935	932	265	0	271	379	397	337
V/C Ratio(X)	0.30	0.34	0.34	0.27	0.39	0.40	0.08	0.00	0.86	0.39	1.14	0.33
Avail Cap(c_a), veh/h	306	935	960	393	935	932	379	0	387	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	16.4	16.4	40.1	32.6	32.6	44.0	0.0	49.9	40.6	47.2	40.0
Incr Delay (d2), s/veh	2.5	1.0	1.0	1.6	1.2	1.2	0.1	0.0	12.9	0.7	89.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.2	5.4	3.2	10.8	10.8	0.6	0.0	7.8	3.9	21.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	17.4	17.3	41.7	33.8	33.8	44.2	0.0	62.8	41.3	136.2	40.6
LnGrp LOS	C	B	B	D	C	C	D	A	E	D	F	D
Approach Vol, veh/h		733			842			255			714	
Approach Delay, s/veh		19.2			34.8			61.1			101.4	
Approach LOS		B			C			E			F	

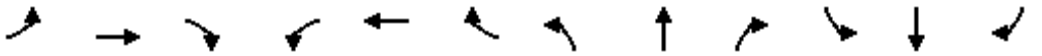
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.7		22.3		67.7		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		28.7		17.0		35.6		27.5				
Green Ext Time (p_c), s		6.0		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	645	55	247	763	90	198
Future Volume (veh/h)	645	55	247	763	90	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	701	60	268	829	98	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1807	155	469	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3406	283	1781	3647	1781	1585
Grp Volume(v), veh/h	376	385	268	829	98	215
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.4	22.4	8.2	0.0	5.2	14.0
Cycle Q Clear(g_c), s	22.4	22.4	8.2	0.0	5.2	14.0
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	969	992	469	2384	453	403
V/C Ratio(X)	0.39	0.39	0.57	0.35	0.22	0.53
Avail Cap(c_a), veh/h	969	992	543	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	31.5	31.5	11.3	0.0	35.3	38.6
Incr Delay (d2), s/veh	1.1	1.1	1.0	0.4	1.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	11.2	2.6	0.1	2.4	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.6	32.6	12.4	0.4	36.4	43.6
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	761			1097	313	
Approach Delay, s/veh	32.6			3.3	41.4	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		35.0	15.0	70.0		85.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		30.5	15.5	60.5		80.5
Max Q Clear Time (g_c+I1), s		16.0	10.2	24.4		2.0
Green Ext Time (p_c), s		0.9	0.4	5.5		7.3

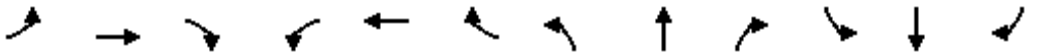
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	785	46	114	637	83	62	44	166	112	50	229
Future Volume (veh/h)	117	785	46	114	637	83	62	44	166	112	50	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	853	50	124	692	90	67	48	180	122	54	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1889	111	368	2016	262	111	68	403	76	74	340
Arrive On Green	0.37	0.37	0.37	0.09	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	691	3411	200	1781	3162	411	251	268	1585	1153	290	1339
Grp Volume(v), veh/h	127	444	459	124	389	393	115	0	180	122	0	303
Grp Sat Flow(s),veh/h/ln	691	1777	1834	1781	1777	1796	519	0	1585	1153	0	1629
Q Serve(g_s), s	15.8	22.7	22.7	3.5	0.0	0.0	8.4	0.0	11.5	1.7	0.0	20.4
Cycle Q Clear(g_c), s	15.8	22.7	22.7	3.5	0.0	0.0	28.8	0.0	11.5	30.5	0.0	20.4
Prop In Lane	1.00		0.11	1.00		0.23	0.58		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	443	984	1016	368	1133	1145	179	0	403	76	0	414
V/C Ratio(X)	0.29	0.45	0.45	0.34	0.34	0.34	0.64	0.00	0.45	1.60	0.00	0.73
Avail Cap(c_a), veh/h	443	984	1016	441	1133	1145	179	0	403	76	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	24.0	24.0	12.0	0.0	0.0	49.6	0.0	37.7	59.8	0.0	41.0
Incr Delay (d2), s/veh	1.5	1.4	1.3	0.5	0.8	0.8	16.3	0.0	3.6	321.7	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.5	10.9	1.3	0.2	0.2	4.2	0.0	4.9	9.1	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	25.4	25.3	12.5	0.8	0.8	65.8	0.0	41.2	381.5	0.0	51.9
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1030			906			295			425	
Approach Delay, s/veh		25.1			2.4			50.8			146.5	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.1	74.9		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		30.8	5.5	24.7		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.5		0.0		6.0				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	980	0	23	937	11	0	0	0	2	0	12
Future Volume (veh/h)	8	980	0	23	937	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1065	0	25	1018	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2251	0	364	2563	30	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	10	3540	0	1781	3597	42	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	573	501	0	25	503	527	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	18.8	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.5	18.8	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1234	1053	0	364	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.46	0.48	0.00	0.07	0.40	0.40	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1234	1053	0	478	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	10.6	0.0	7.7	6.9	6.9	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.4	0.0	0.1	0.9	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	6.7	0.0	0.2	5.0	5.2	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	11.9	0.0	7.8	7.9	7.8	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1074			1055			0			15	
Approach Delay, s/veh		11.8			7.8			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	82.7		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	20.8		2.9		15.6		0.0				
Green Ext Time (p_c), s	0.0	9.4		0.0		8.8		0.0				

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

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
Future Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	79	18	33	78	33	2	189	14	43	396	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

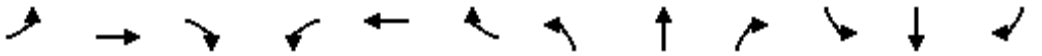
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	10.5	10.6	16.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	13%	23%	10%
Vol Thru, %	92%	71%	55%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	103	132	418
LT Vol	2	13	30	40
Through Vol	174	73	72	364
RT Vol	13	17	30	14
Lane Flow Rate	205	112	143	454
Geometry Grp	1	1	1	1
Degree of Util (X)	0.302	0.182	0.229	0.631
Departure Headway (Hd)	5.297	5.837	5.755	4.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	614	623	722
Service Time	3.335	3.882	3.798	3.028
HCM Lane V/C Ratio	0.302	0.182	0.23	0.629
HCM Control Delay	10.6	10.2	10.5	16.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.3	0.7	0.9	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	645	55	247	763	90	198
Future Volume (veh/h)	645	55	247	763	90	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	701	60	268	829	98	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1807	155	469	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3406	283	1781	3647	1781	1585
Grp Volume(v), veh/h	376	385	268	829	98	215
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.4	22.4	8.2	0.0	5.2	14.0
Cycle Q Clear(g_c), s	22.4	22.4	8.2	0.0	5.2	14.0
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	969	992	469	2384	453	403
V/C Ratio(X)	0.39	0.39	0.57	0.35	0.22	0.53
Avail Cap(c_a), veh/h	969	992	543	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	31.5	31.5	11.3	0.0	35.3	38.6
Incr Delay (d2), s/veh	1.1	1.1	1.0	0.4	1.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	11.2	2.6	0.1	2.4	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.6	32.6	12.4	0.4	36.4	43.6
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	761			1097	313	
Approach Delay, s/veh	32.6			3.3	41.4	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		35.0	15.0	70.0		85.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		30.5	15.5	60.5		80.5
Max Q Clear Time (g_c+I1), s		16.0	10.2	24.4		2.0
Green Ext Time (p_c), s		0.9	0.4	5.5		7.3

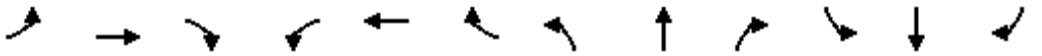
Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	785	46	114	637	83	62	44	166	112	50	229
Future Volume (veh/h)	117	785	46	114	637	83	62	44	166	112	50	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	853	50	124	692	90	67	48	180	122	54	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1889	111	368	2016	262	111	68	403	76	74	340
Arrive On Green	0.37	0.37	0.37	0.09	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	691	3411	200	1781	3162	411	251	268	1585	1153	290	1339
Grp Volume(v), veh/h	127	444	459	124	389	393	115	0	180	122	0	303
Grp Sat Flow(s),veh/h/ln	691	1777	1834	1781	1777	1796	519	0	1585	1153	0	1629
Q Serve(g_s), s	15.8	22.7	22.7	3.5	0.0	0.0	8.4	0.0	11.5	1.7	0.0	20.4
Cycle Q Clear(g_c), s	15.8	22.7	22.7	3.5	0.0	0.0	28.8	0.0	11.5	30.5	0.0	20.4
Prop In Lane	1.00		0.11	1.00		0.23	0.58		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	443	984	1016	368	1133	1145	179	0	403	76	0	414
V/C Ratio(X)	0.29	0.45	0.45	0.34	0.34	0.34	0.64	0.00	0.45	1.60	0.00	0.73
Avail Cap(c_a), veh/h	443	984	1016	441	1133	1145	179	0	403	76	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	24.0	24.0	12.0	0.0	0.0	49.6	0.0	37.7	59.8	0.0	41.0
Incr Delay (d2), s/veh	1.5	1.4	1.3	0.5	0.8	0.8	16.3	0.0	3.6	321.7	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.5	10.9	1.3	0.2	0.2	4.2	0.0	4.9	9.1	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	25.4	25.3	12.5	0.8	0.8	65.8	0.0	41.2	381.5	0.0	51.9
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1030			906			295			425	
Approach Delay, s/veh		25.1			2.4			50.8			146.5	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.1	74.9		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		30.8	5.5	24.7		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.5		0.0		6.0				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	980	0	23	937	11	0	0	0	2	0	12
Future Volume (veh/h)	8	980	0	23	937	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1065	0	25	1018	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2251	0	364	2563	30	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	10	3540	0	1781	3597	42	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	573	501	0	25	503	527	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	18.8	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.5	18.8	0.0	0.5	13.6	13.6	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1234	1053	0	364	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.46	0.48	0.00	0.07	0.40	0.40	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1234	1053	0	478	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	10.6	0.0	7.7	6.9	6.9	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.4	0.0	0.1	0.9	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	6.7	0.0	0.2	5.0	5.2	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	11.9	0.0	7.8	7.9	7.8	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1074			1055			0			15	
Approach Delay, s/veh		11.8			7.8			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.3	82.7		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	20.8		2.9		15.6		0.0				
Green Ext Time (p_c), s	0.0	9.4		0.0		8.8		0.0				

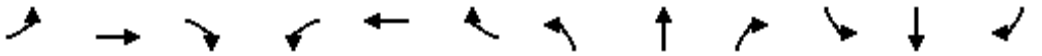
Intersection Summary												
HCM 6th Ctrl Delay			10.0									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
Future Vol, veh/h	13	73	17	30	72	30	2	174	13	40	364	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	79	18	33	78	33	2	189	14	43	396	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	10.5	10.6	16.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	13%	23%	10%
Vol Thru, %	92%	71%	55%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	103	132	418
LT Vol	2	13	30	40
Through Vol	174	73	72	364
RT Vol	13	17	30	14
Lane Flow Rate	205	112	143	454
Geometry Grp	1	1	1	1
Degree of Util (X)	0.302	0.182	0.229	0.631
Departure Headway (Hd)	5.297	5.837	5.755	4.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	614	623	722
Service Time	3.335	3.882	3.798	3.028
HCM Lane V/C Ratio	0.302	0.182	0.23	0.629
HCM Control Delay	10.6	10.2	10.5	16.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.3	0.7	0.9	4.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	640	28	64	496	154	40	317	115	103	162	81
Future Volume (veh/h)	169	640	28	64	496	154	40	317	115	103	162	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	696	30	70	539	167	43	345	125	112	176	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1685	73	331	1298	400	454	334	121	222	233	198
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	742	3471	150	728	2674	825	1781	1310	475	1781	1870	1585
Grp Volume(v), veh/h	184	356	370	70	357	349	43	0	470	112	176	88
Grp Sat Flow(s),veh/h/ln	742	1777	1843	728	1777	1722	1781	0	1785	1781	1870	1585
Q Serve(g_s), s	23.0	12.9	12.9	8.8	18.1	18.2	1.8	0.0	25.5	5.9	9.1	5.1
Cycle Q Clear(g_c), s	41.2	12.9	12.9	21.7	18.1	18.2	1.8	0.0	25.5	5.9	9.1	5.1
Prop In Lane	1.00		0.08	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	297	862	895	331	862	836	454	0	455	222	233	198
V/C Ratio(X)	0.62	0.41	0.41	0.21	0.41	0.42	0.09	0.00	1.03	0.50	0.76	0.45
Avail Cap(c_a), veh/h	297	862	895	331	862	836	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	16.6	16.6	36.6	29.2	29.3	28.4	0.0	37.3	40.9	42.3	40.6
Incr Delay (d2), s/veh	9.4	1.5	1.4	1.4	1.4	1.5	0.1	0.0	50.8	1.8	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.4	5.6	1.8	8.9	8.7	0.8	0.0	17.3	2.7	4.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	18.0	18.0	38.0	30.6	30.8	28.5	0.0	88.1	42.7	47.2	42.1
LnGrp LOS	D	B	B	D	C	C	C	A	F	D	D	D
Approach Vol, veh/h		910			776			513			376	
Approach Delay, s/veh		22.8			31.4			83.1			44.7	
Approach LOS		C			C			F			D	

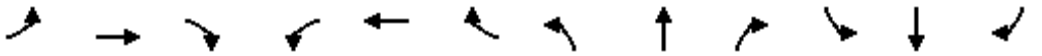
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		30.0		53.0		17.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		23.7		27.5		43.2		11.1				
Green Ext Time (p_c), s		3.9		0.0		0.0		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			40.6									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	798	69	148	553	101	399
Future Volume (veh/h)	798	69	148	553	101	399
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	867	75	161	601	110	434
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1860	161	371	2328	454	404
Arrive On Green	0.19	0.19	0.12	1.00	0.25	0.25
Sat Flow, veh/h	3403	286	1781	3647	1781	1585
Grp Volume(v), veh/h	465	477	161	601	110	434
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	23.4	23.4	3.7	0.0	4.9	25.5
Cycle Q Clear(g_c), s	23.4	23.4	3.7	0.0	4.9	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	999	1022	371	2328	454	404
V/C Ratio(X)	0.47	0.47	0.43	0.26	0.24	1.07
Avail Cap(c_a), veh/h	999	1022	437	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.4	27.4	10.8	0.0	29.6	37.2
Incr Delay (d2), s/veh	1.4	1.4	0.8	0.3	1.3	65.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	11.7	1.2	0.1	2.2	17.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.7	28.7	11.5	0.3	30.8	103.1
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	942			762	544	
Approach Delay, s/veh	28.7			2.6	88.5	
Approach LOS	C			A	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.3	60.7		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.7	25.4		2.0
Green Ext Time (p_c), s		0.0	0.1	6.9		4.8

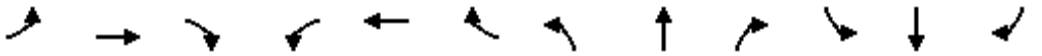
Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	767	134	395	598	85	5	5	19	82	165	118
Future Volume (veh/h)	114	767	134	395	598	85	5	5	19	82	165	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	834	146	429	650	92	5	5	21	89	179	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	1496	262	504	1954	276	111	94	388	186	249	178
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	718	3023	529	1781	3126	442	232	384	1585	1385	1014	725
Grp Volume(v), veh/h	124	490	490	429	369	373	10	0	21	89	0	307
Grp Sat Flow(s),veh/h/ln	718	1777	1775	1781	1777	1791	616	0	1585	1385	0	1740
Q Serve(g_s), s	0.3	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.0	6.3	0.0	16.2
Cycle Q Clear(g_c), s	0.3	0.6	0.6	8.5	0.0	0.0	16.3	0.0	1.0	22.6	0.0	16.2
Prop In Lane	1.00		0.30	1.00		0.25	0.50		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	427	880	879	504	1111	1119	205	0	388	186	0	426
V/C Ratio(X)	0.29	0.56	0.56	0.85	0.33	0.33	0.05	0.00	0.05	0.48	0.00	0.72
Avail Cap(c_a), veh/h	427	880	879	504	1111	1119	205	0	388	186	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	14.9	0.0	0.0	29.7	0.0	28.9	45.0	0.0	34.6
Incr Delay (d2), s/veh	1.4	2.0	2.0	12.4	0.8	0.8	0.5	0.0	0.3	8.6	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	5.8	0.2	0.2	0.2	0.0	0.4	2.6	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.6	2.3	2.3	27.3	0.8	0.8	30.1	0.0	29.1	53.6	0.0	44.7
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1104			1171			31			396	
Approach Delay, s/veh		2.2			10.5			29.5			46.7	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		18.3	10.5	2.6		24.6		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.8		0.0		5.5				

Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	878	0	15	1087	4	0	0	5	1	0	2
Future Volume (veh/h)	1	878	0	15	1087	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	954	0	16	1182	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	596	3270	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3633	12	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	512	443	0	16	578	608	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	4.8	4.8	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	596	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.32	0.33	0.00	0.03	0.36	0.36	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	716	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.6	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.4	1.3	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		955			1202			5			3	
Approach Delay, s/veh		0.5			1.4			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		6.8		2.3				
Green Ext Time (p_c), s	0.0	7.7		0.0		11.0		0.0				

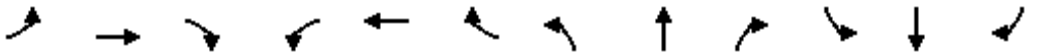
Intersection Summary			
HCM 6th Ctrl Delay		1.2	
HCM 6th LOS		A	

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	124	10	28	101	66	6	318	39	50	167	15
Future Vol, veh/h	20	124	10	28	101	66	6	318	39	50	167	15
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	135	11	30	110	72	7	346	42	54	182	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	12.1	16.4	12.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	22%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	6%	34%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	363	154	195	232
LT Vol	6	20	28	50
Through Vol	318	124	101	167
RT Vol	39	10	66	15
Lane Flow Rate	395	167	212	252
Geometry Grp	1	1	1	1
Degree of Util (X)	0.598	0.286	0.347	0.403
Departure Headway (Hd)	5.458	6.145	5.894	5.749
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	655	579	604	620
Service Time	3.53	4.238	3.981	3.831
HCM Lane V/C Ratio	0.603	0.288	0.351	0.406
HCM Control Delay	16.4	11.7	12.1	12.7
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4	1.2	1.5	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	567	42	97	589	110	20	187	34	141	431	106
Future Volume (veh/h)	87	567	42	97	589	110	20	187	34	141	431	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	616	46	105	640	120	22	203	37	153	468	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1752	131	381	1561	292	272	235	43	379	397	337
Arrive On Green	0.52	0.52	0.52	0.17	0.17	0.17	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	706	3352	250	773	2987	559	1781	1539	281	1781	1870	1585
Grp Volume(v), veh/h	95	326	336	105	380	380	22	0	240	153	468	115
Grp Sat Flow(s),veh/h/ln	706	1777	1825	773	1777	1770	1781	0	1820	1781	1870	1585
Q Serve(g_s), s	12.5	12.9	12.9	14.7	22.9	22.9	1.3	0.0	15.5	8.9	25.5	7.4
Cycle Q Clear(g_c), s	35.4	12.9	12.9	27.6	22.9	22.9	1.3	0.0	15.5	8.9	25.5	7.4
Prop In Lane	1.00		0.14	1.00		0.32	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	294	928	954	381	928	925	272	0	277	379	397	337
V/C Ratio(X)	0.32	0.35	0.35	0.28	0.41	0.41	0.08	0.00	0.87	0.40	1.18	0.34
Avail Cap(c_a), veh/h	294	928	954	381	928	925	379	0	387	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	16.8	16.8	41.0	33.2	33.2	43.6	0.0	49.6	40.7	47.2	40.1
Incr Delay (d2), s/veh	2.9	1.0	1.0	1.7	1.3	1.3	0.1	0.0	13.7	0.7	103.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.5	5.6	3.2	11.2	11.2	0.6	0.0	8.1	4.0	23.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	17.8	17.8	42.7	34.4	34.5	43.8	0.0	63.4	41.4	150.4	40.7
LnGrp LOS	C	B	B	D	C	C	D	A	E	D	F	D
Approach Vol, veh/h		757			865			262			736	
Approach Delay, s/veh		19.8			35.5			61.7			110.6	
Approach LOS		B			D			E			F	

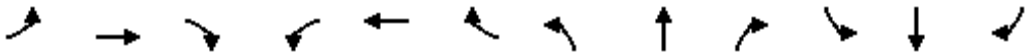
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.2		22.8		67.2		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		29.6		17.5		37.4		27.5				
Green Ext Time (p_c), s		6.1		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	657	56	255	785	93	204
Future Volume (veh/h)	657	56	255	785	93	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	714	61	277	853	101	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1797	153	467	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3407	283	1781	3647	1781	1585
Grp Volume(v), veh/h	383	392	277	853	101	222
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	22.8	22.9	8.5	0.0	5.4	14.6
Cycle Q Clear(g_c), s	22.8	22.9	8.5	0.0	5.4	14.6
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	964	987	467	2384	453	403
V/C Ratio(X)	0.40	0.40	0.59	0.36	0.22	0.55
Avail Cap(c_a), veh/h	964	987	535	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	31.9	31.9	11.6	0.0	35.4	38.8
Incr Delay (d2), s/veh	1.1	1.1	1.3	0.4	1.1	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	11.5	2.7	0.1	2.5	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.0	33.0	12.9	0.4	36.5	44.2
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	775			1130	323	
Approach Delay, s/veh	33.0			3.4	41.8	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		35.0	15.4	69.6		85.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		30.5	15.5	60.5		80.5
Max Q Clear Time (g_c+I1), s		16.6	10.5	24.9		2.0
Green Ext Time (p_c), s		0.9	0.4	5.6		7.6

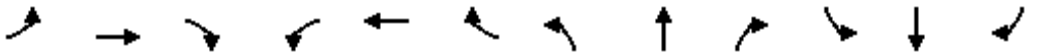
Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	802	47	116	656	86	63	45	164	116	52	236
Future Volume (veh/h)	121	802	47	116	656	86	63	45	164	116	52	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	872	51	126	713	93	68	49	178	126	57	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1887	110	361	2015	263	105	64	403	64	75	339
Arrive On Green	0.37	0.37	0.37	0.09	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	676	3412	200	1781	3161	412	227	252	1585	1154	296	1334
Grp Volume(v), veh/h	132	454	469	126	401	405	117	0	178	126	0	314
Grp Sat Flow(s),veh/h/ln	676	1777	1834	1781	1777	1796	478	0	1585	1154	0	1630
Q Serve(g_s), s	17.0	23.3	23.3	3.6	0.0	0.0	8.7	0.0	11.3	0.5	0.0	21.4
Cycle Q Clear(g_c), s	17.0	23.3	23.3	3.6	0.0	0.0	30.0	0.0	11.3	30.5	0.0	21.4
Prop In Lane	1.00		0.11	1.00		0.23	0.58		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	434	983	1015	361	1133	1145	169	0	403	64	0	414
V/C Ratio(X)	0.30	0.46	0.46	0.35	0.35	0.35	0.69	0.00	0.44	1.96	0.00	0.76
Avail Cap(c_a), veh/h	434	983	1015	433	1133	1145	169	0	403	64	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	24.2	24.2	12.2	0.0	0.0	50.4	0.0	37.6	60.0	0.0	41.3
Incr Delay (d2), s/veh	1.7	1.4	1.4	0.5	0.8	0.8	20.8	0.0	3.5	481.0	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	10.8	11.2	1.3	0.2	0.2	4.5	0.0	4.8	10.6	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	25.7	25.6	12.7	0.8	0.8	71.3	0.0	41.1	541.0	0.0	53.6
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1055			932			295			440	
Approach Delay, s/veh		25.4			2.4			53.1			193.1	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.1	74.9		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		32.0	5.6	25.3		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.8		0.0		6.2				

Intersection Summary												
HCM 6th Ctrl Delay			47.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	995	0	24	964	11	0	0	0	2	0	12
Future Volume (veh/h)	8	995	0	24	964	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1082	0	26	1048	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	2248	0	359	2564	29	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	9	3539	0	1781	3599	41	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	582	509	0	26	517	543	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	19.3	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.9	19.3	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1232	1052	0	359	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.47	0.48	0.00	0.07	0.41	0.41	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1232	1052	0	472	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	10.7	0.0	7.8	7.0	7.0	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.4	0.0	0.1	1.0	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	6.9	0.0	0.2	5.2	5.5	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	12.1	0.0	7.9	8.0	7.9	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1091			1086			0			15	
Approach Delay, s/veh		11.9			8.0			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.4	82.6		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	21.3		2.9		16.2		0.0				
Green Ext Time (p_c), s	0.0	9.6		0.0		9.2		0.0				

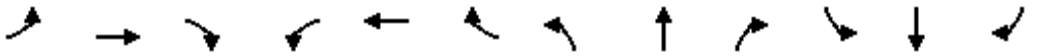
Intersection Summary												
HCM 6th Ctrl Delay			10.1									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	75	18	31	74	31	2	180	13	41	376	14
Future Vol, veh/h	13	75	18	31	74	31	2	180	13	41	376	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	82	20	34	80	34	2	196	14	45	409	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	10.7	10.9	17.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	12%	23%	10%
Vol Thru, %	92%	71%	54%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	106	136	431
LT Vol	2	13	31	41
Through Vol	180	75	74	376
RT Vol	13	18	31	14
Lane Flow Rate	212	115	148	468
Geometry Grp	1	1	1	1
Degree of Util (X)	0.315	0.189	0.239	0.656
Departure Headway (Hd)	5.358	5.911	5.828	5.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	670	605	615	717
Service Time	3.401	3.964	3.877	3.076
HCM Lane V/C Ratio	0.316	0.19	0.241	0.653
HCM Control Delay	10.9	10.3	10.7	17.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.3	0.7	0.9	4.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	641	28	73	496	154	40	317	116	104	161	81
Future Volume (veh/h)	169	641	28	73	496	154	40	317	116	104	161	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	697	30	79	539	167	43	345	126	113	175	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1687	73	332	1299	401	454	333	122	221	232	197
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	742	3471	149	728	2674	825	1781	1307	477	1781	1870	1585
Grp Volume(v), veh/h	184	357	370	79	357	349	43	0	471	113	175	88
Grp Sat Flow(s),veh/h/ln	742	1777	1843	728	1777	1722	1781	0	1784	1781	1870	1585
Q Serve(g_s), s	23.0	12.9	12.9	9.9	18.1	18.2	1.8	0.0	25.5	5.9	9.0	5.1
Cycle Q Clear(g_c), s	41.2	12.9	12.9	22.9	18.1	18.2	1.8	0.0	25.5	5.9	9.0	5.1
Prop In Lane	1.00		0.08	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	297	863	896	332	863	837	454	0	455	221	232	197
V/C Ratio(X)	0.62	0.41	0.41	0.24	0.41	0.42	0.09	0.00	1.04	0.51	0.75	0.45
Avail Cap(c_a), veh/h	297	863	896	332	863	837	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	16.5	16.5	37.1	29.2	29.2	28.4	0.0	37.3	41.0	42.3	40.6
Incr Delay (d2), s/veh	9.3	1.5	1.4	1.7	1.4	1.5	0.1	0.0	51.5	1.8	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.4	5.6	2.1	8.9	8.7	0.8	0.0	17.4	2.7	4.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	18.0	17.9	38.8	30.6	30.7	28.5	0.0	88.8	42.8	47.2	42.2
LnGrp LOS	D	B	B	D	C	C	C	A	F	D	D	D
Approach Vol, veh/h		911			785			514			376	
Approach Delay, s/veh		22.7			31.5			83.8			44.7	
Approach LOS		C			C			F			D	

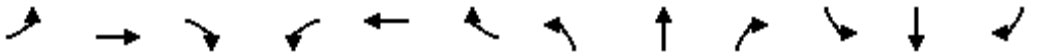
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.1		30.0		53.1		16.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		24.9		27.5		43.2		11.0				
Green Ext Time (p_c), s		3.8		0.0		0.0		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			40.7									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	803	69	148	561	102	400
Future Volume (veh/h)	803	69	148	561	102	400
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	873	75	161	610	111	435
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1861	160	369	2328	454	404
Arrive On Green	0.19	0.19	0.12	1.00	0.25	0.25
Sat Flow, veh/h	3405	284	1781	3647	1781	1585
Grp Volume(v), veh/h	468	480	161	610	111	435
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	23.5	23.5	3.7	0.0	5.0	25.5
Cycle Q Clear(g_c), s	23.5	23.5	3.7	0.0	5.0	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	999	1022	369	2328	454	404
V/C Ratio(X)	0.47	0.47	0.44	0.26	0.24	1.08
Avail Cap(c_a), veh/h	999	1022	435	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.4	27.4	10.8	0.0	29.6	37.2
Incr Delay (d2), s/veh	1.4	1.4	0.8	0.3	1.3	66.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	11.8	1.2	0.1	2.3	17.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.8	28.8	11.6	0.3	30.9	103.9
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	948			771	546	
Approach Delay, s/veh	28.8			2.6	89.1	
Approach LOS	C			A	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.3	60.7		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.7	25.5		2.0
Green Ext Time (p_c), s		0.0	0.1	6.9		4.9

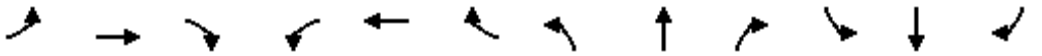
Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	769	138	416	606	85	5	5	21	82	166	118
Future Volume (veh/h)	114	769	138	416	606	85	5	5	21	82	166	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	836	150	452	659	92	5	5	23	89	180	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1490	267	502	1957	273	110	94	388	185	249	177
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	712	3010	540	1781	3132	437	230	382	1585	1382	1017	723
Grp Volume(v), veh/h	124	494	492	452	374	377	10	0	23	89	0	308
Grp Sat Flow(s),veh/h/ln	712	1777	1773	1781	1777	1792	612	0	1585	1382	0	1740
Q Serve(g_s), s	0.3	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.1	6.3	0.0	16.2
Cycle Q Clear(g_c), s	0.3	0.6	0.6	8.5	0.0	0.0	16.3	0.0	1.1	22.7	0.0	16.2
Prop In Lane	1.00		0.30	1.00		0.24	0.50		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	424	880	878	502	1111	1120	204	0	388	185	0	426
V/C Ratio(X)	0.29	0.56	0.56	0.90	0.34	0.34	0.05	0.00	0.06	0.48	0.00	0.72
Avail Cap(c_a), veh/h	424	880	878	502	1111	1120	204	0	388	185	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	16.8	0.0	0.0	29.7	0.0	28.9	45.1	0.0	34.6
Incr Delay (d2), s/veh	1.4	2.1	2.1	18.2	0.8	0.8	0.5	0.0	0.3	8.7	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	8.2	0.2	0.2	0.2	0.0	0.5	2.6	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.6	2.3	2.3	34.9	0.8	0.8	30.1	0.0	29.2	53.8	0.0	44.8
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1110			1203			33			397	
Approach Delay, s/veh		2.3			13.6			29.5			46.8	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		18.3	10.5	2.6		24.7		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.9		0.0		5.6				

Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	882	0	15	1115	4	0	0	5	1	0	2
Future Volume (veh/h)	1	882	0	15	1115	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	959	0	16	1212	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	594	3270	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3633	12	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	515	445	0	16	593	623	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	5.0	5.0	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	5.0	5.0	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	594	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.32	0.33	0.00	0.03	0.37	0.37	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	714	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.7	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.4	1.4	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		960			1232			5			3	
Approach Delay, s/veh		0.5			1.4			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		7.0		2.3				
Green Ext Time (p_c), s	0.0	7.8		0.0		11.5		0.0				

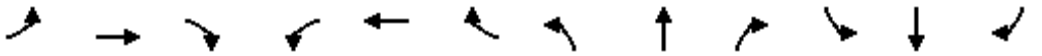
Intersection Summary			
HCM 6th Ctrl Delay		1.2	
HCM 6th LOS		A	

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	124	10	28	101	66	6	319	39	50	166	15
Future Vol, veh/h	20	124	10	28	101	66	6	319	39	50	166	15
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	135	11	30	110	72	7	347	42	54	180	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	12.1	16.5	12.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	22%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	6%	34%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	364	154	195	231
LT Vol	6	20	28	50
Through Vol	319	124	101	166
RT Vol	39	10	66	15
Lane Flow Rate	396	167	212	251
Geometry Grp	1	1	1	1
Degree of Util (X)	0.6	0.286	0.347	0.401
Departure Headway (Hd)	5.457	6.147	5.896	5.752
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	579	604	620
Service Time	3.528	4.238	3.982	3.834
HCM Lane V/C Ratio	0.603	0.288	0.351	0.405
HCM Control Delay	16.5	11.7	12.1	12.7
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4	1.2	1.5	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	567	42	100	589	110	20	187	34	141	431	106
Future Volume (veh/h)	87	567	42	100	589	110	20	187	34	141	431	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	616	46	109	640	120	22	203	37	153	468	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1752	131	381	1561	292	272	235	43	379	397	337
Arrive On Green	0.52	0.52	0.52	0.17	0.17	0.17	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	706	3352	250	773	2987	559	1781	1539	281	1781	1870	1585
Grp Volume(v), veh/h	95	326	336	109	380	380	22	0	240	153	468	115
Grp Sat Flow(s),veh/h/ln	706	1777	1825	773	1777	1770	1781	0	1820	1781	1870	1585
Q Serve(g_s), s	12.5	12.9	12.9	15.3	22.9	22.9	1.3	0.0	15.5	8.9	25.5	7.4
Cycle Q Clear(g_c), s	35.4	12.9	12.9	28.2	22.9	22.9	1.3	0.0	15.5	8.9	25.5	7.4
Prop In Lane	1.00		0.14	1.00		0.32	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	294	928	954	381	928	925	272	0	277	379	397	337
V/C Ratio(X)	0.32	0.35	0.35	0.29	0.41	0.41	0.08	0.00	0.87	0.40	1.18	0.34
Avail Cap(c_a), veh/h	294	928	954	381	928	925	379	0	387	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	16.8	16.8	41.2	33.2	33.2	43.6	0.0	49.6	40.7	47.2	40.1
Incr Delay (d2), s/veh	2.9	1.0	1.0	1.8	1.3	1.3	0.1	0.0	13.7	0.7	103.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.5	5.6	3.4	11.2	11.2	0.6	0.0	8.1	4.0	23.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	17.8	17.8	43.0	34.4	34.5	43.8	0.0	63.4	41.4	150.4	40.7
LnGrp LOS	C	B	B	D	C	C	D	A	E	D	F	D
Approach Vol, veh/h		757			869			262			736	
Approach Delay, s/veh		19.8			35.5			61.7			110.6	
Approach LOS		B			D			E			F	

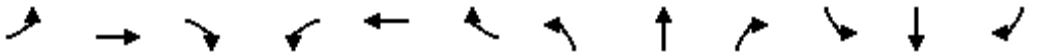
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.2		22.8		67.2		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		30.2		17.5		37.4		27.5				
Green Ext Time (p_c), s		6.1		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	666	57	255	788	93	204
Future Volume (veh/h)	666	57	255	788	93	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	724	62	277	857	101	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1797	154	462	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3406	284	1781	3647	1781	1585
Grp Volume(v), veh/h	388	398	277	857	101	222
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	23.2	23.2	8.5	0.0	5.4	14.6
Cycle Q Clear(g_c), s	23.2	23.2	8.5	0.0	5.4	14.6
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	964	987	462	2384	453	403
V/C Ratio(X)	0.40	0.40	0.60	0.36	0.22	0.55
Avail Cap(c_a), veh/h	964	987	530	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	32.1	32.1	11.7	0.0	35.4	38.8
Incr Delay (d2), s/veh	1.2	1.1	1.4	0.4	1.1	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	11.7	2.7	0.1	2.5	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.2	33.2	13.1	0.4	36.5	44.2
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	786			1134	323	
Approach Delay, s/veh	33.2			3.5	41.8	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		35.0	15.4	69.6		85.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		30.5	15.5	60.5		80.5
Max Q Clear Time (g_c+I1), s		16.6	10.5	25.2		2.0
Green Ext Time (p_c), s		0.9	0.4	5.7		7.7

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	810	47	118	658	86	64	45	171	116	52	236
Future Volume (veh/h)	122	810	47	118	658	86	64	45	171	116	52	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	880	51	128	715	93	70	49	186	126	57	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1886	109	359	2016	262	106	62	403	62	75	339
Arrive On Green	0.37	0.37	0.37	0.10	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	675	3414	198	1781	3162	411	228	246	1585	1145	296	1334
Grp Volume(v), veh/h	133	458	473	128	402	406	119	0	186	126	0	314
Grp Sat Flow(s),veh/h/ln	675	1777	1835	1781	1777	1796	474	0	1585	1145	0	1630
Q Serve(g_s), s	17.2	23.6	23.6	3.7	0.0	0.0	9.0	0.0	11.9	0.2	0.0	21.4
Cycle Q Clear(g_c), s	17.2	23.6	23.6	3.7	0.0	0.0	30.3	0.0	11.9	30.5	0.0	21.4
Prop In Lane	1.00		0.11	1.00		0.23	0.59		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	433	982	1014	359	1133	1145	168	0	403	62	0	414
V/C Ratio(X)	0.31	0.47	0.47	0.36	0.35	0.35	0.71	0.00	0.46	2.05	0.00	0.76
Avail Cap(c_a), veh/h	433	982	1014	430	1133	1145	168	0	403	62	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	24.3	24.3	12.3	0.0	0.0	50.7	0.0	37.8	60.0	0.0	41.3
Incr Delay (d2), s/veh	1.7	1.5	1.4	0.5	0.8	0.8	22.2	0.0	3.8	523.4	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	11.0	11.3	1.3	0.2	0.2	4.6	0.0	5.1	10.8	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	25.8	25.7	12.8	0.8	0.8	72.9	0.0	41.6	583.4	0.0	53.6
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1064			936			305			440	
Approach Delay, s/veh		25.5			2.4			53.8			205.3	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.2	74.8		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		32.3	5.7	25.6		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.9		0.0		6.2				

Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1011	0	24	967	11	0	0	0	2	0	12
Future Volume (veh/h)	8	1011	0	24	967	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1099	0	26	1051	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2249	0	353	2564	29	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	9	3540	0	1781	3599	41	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	591	517	0	26	519	544	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	19.7	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.4	19.7	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1233	1052	0	353	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.48	0.49	0.00	0.07	0.41	0.41	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1233	1052	0	466	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	10.8	0.0	7.9	7.0	7.0	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.4	0.0	0.1	1.0	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	7.1	0.0	0.2	5.2	5.5	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	12.2	0.0	7.9	8.0	7.9	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1108			1089			0			15	
Approach Delay, s/veh		12.0			8.0			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.4	82.6		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	21.7		2.9		16.2		0.0				
Green Ext Time (p_c), s	0.0	9.8		0.0		9.2		0.0				

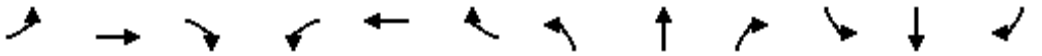
Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	75	18	31	74	31	2	180	13	41	376	14
Future Vol, veh/h	13	75	18	31	74	31	2	180	13	41	376	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	82	20	34	80	34	2	196	14	45	409	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	10.7	10.9	17.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	12%	23%	10%
Vol Thru, %	92%	71%	54%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	106	136	431
LT Vol	2	13	31	41
Through Vol	180	75	74	376
RT Vol	13	18	31	14
Lane Flow Rate	212	115	148	468
Geometry Grp	1	1	1	1
Degree of Util (X)	0.315	0.189	0.239	0.656
Departure Headway (Hd)	5.358	5.911	5.828	5.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	670	605	615	717
Service Time	3.401	3.964	3.877	3.076
HCM Lane V/C Ratio	0.316	0.19	0.241	0.653
HCM Control Delay	10.9	10.3	10.7	17.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.3	0.7	0.9	4.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	640	29	73	496	154	40	317	119	103	161	81
Future Volume (veh/h)	169	640	29	73	496	154	40	317	119	103	161	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	696	32	79	539	167	43	345	129	112	175	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1681	77	331	1299	401	454	331	124	221	232	197
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	742	3460	159	727	2674	825	1781	1298	485	1781	1870	1585
Grp Volume(v), veh/h	184	357	371	79	357	349	43	0	474	112	175	88
Grp Sat Flow(s),veh/h/ln	742	1777	1842	727	1777	1722	1781	0	1783	1781	1870	1585
Q Serve(g_s), s	23.0	12.9	13.0	9.9	18.1	18.2	1.8	0.0	25.5	5.9	9.0	5.1
Cycle Q Clear(g_c), s	41.2	12.9	13.0	22.9	18.1	18.2	1.8	0.0	25.5	5.9	9.0	5.1
Prop In Lane	1.00		0.09	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	297	863	895	331	863	837	454	0	455	221	232	197
V/C Ratio(X)	0.62	0.41	0.41	0.24	0.41	0.42	0.09	0.00	1.04	0.51	0.75	0.45
Avail Cap(c_a), veh/h	297	863	895	331	863	837	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	16.5	16.5	37.1	29.2	29.2	28.4	0.0	37.3	40.9	42.3	40.6
Incr Delay (d2), s/veh	9.3	1.5	1.4	1.7	1.4	1.5	0.1	0.0	53.7	1.8	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.5	5.6	2.1	8.9	8.7	0.8	0.0	17.6	2.7	4.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	18.0	18.0	38.8	30.6	30.7	28.5	0.0	91.0	42.7	47.2	42.2
LnGrp LOS	D	B	B	D	C	C	C	A	F	D	D	D
Approach Vol, veh/h		912			785			517			375	
Approach Delay, s/veh		22.7			31.5			85.8			44.7	
Approach LOS		C			C			F			D	

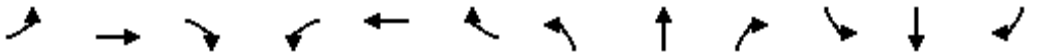
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.1		30.0		53.1		16.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		24.9		27.5		43.2		11.0				
Green Ext Time (p_c), s		3.7		0.0		0.0		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			41.2									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	803	69	148	561	102	400
Future Volume (veh/h)	803	69	148	561	102	400
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	873	75	161	610	111	435
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1861	160	369	2328	454	404
Arrive On Green	0.19	0.19	0.12	1.00	0.25	0.25
Sat Flow, veh/h	3405	284	1781	3647	1781	1585
Grp Volume(v), veh/h	468	480	161	610	111	435
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	23.5	23.5	3.7	0.0	5.0	25.5
Cycle Q Clear(g_c), s	23.5	23.5	3.7	0.0	5.0	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	999	1022	369	2328	454	404
V/C Ratio(X)	0.47	0.47	0.44	0.26	0.24	1.08
Avail Cap(c_a), veh/h	999	1022	435	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.4	27.4	10.8	0.0	29.6	37.2
Incr Delay (d2), s/veh	1.4	1.4	0.8	0.3	1.3	66.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	11.8	1.2	0.1	2.3	17.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.8	28.8	11.6	0.3	30.9	103.9
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	948			771	546	
Approach Delay, s/veh	28.8			2.6	89.1	
Approach LOS	C			A	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.3	60.7		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.7	25.5		2.0
Green Ext Time (p_c), s		0.0	0.1	6.9		4.9

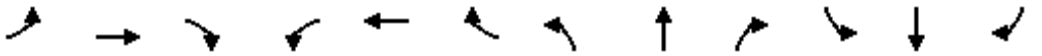
Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	769	138	416	606	85	5	5	21	82	166	118
Future Volume (veh/h)	114	769	138	416	606	85	5	5	21	82	166	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	836	150	452	659	92	5	5	23	89	180	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1490	267	502	1957	273	110	94	388	185	249	177
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	712	3010	540	1781	3132	437	230	382	1585	1382	1017	723
Grp Volume(v), veh/h	124	494	492	452	374	377	10	0	23	89	0	308
Grp Sat Flow(s),veh/h/ln	712	1777	1773	1781	1777	1792	612	0	1585	1382	0	1740
Q Serve(g_s), s	0.3	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.1	6.3	0.0	16.2
Cycle Q Clear(g_c), s	0.3	0.6	0.6	8.5	0.0	0.0	16.3	0.0	1.1	22.7	0.0	16.2
Prop In Lane	1.00		0.30	1.00		0.24	0.50		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	424	880	878	502	1111	1120	204	0	388	185	0	426
V/C Ratio(X)	0.29	0.56	0.56	0.90	0.34	0.34	0.05	0.00	0.06	0.48	0.00	0.72
Avail Cap(c_a), veh/h	424	880	878	502	1111	1120	204	0	388	185	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	16.8	0.0	0.0	29.7	0.0	28.9	45.1	0.0	34.6
Incr Delay (d2), s/veh	1.4	2.1	2.1	18.2	0.8	0.8	0.5	0.0	0.3	8.7	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	8.2	0.2	0.2	0.2	0.0	0.5	2.6	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.6	2.3	2.3	34.9	0.8	0.8	30.1	0.0	29.2	53.8	0.0	44.8
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1110			1203			33			397	
Approach Delay, s/veh		2.3			13.6			29.5			46.8	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		18.3	10.5	2.6		24.7		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.9		0.0		5.6				

Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	882	0	15	1115	4	0	0	5	1	0	2
Future Volume (veh/h)	1	882	0	15	1115	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	959	0	16	1212	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	594	3270	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3633	12	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	515	445	0	16	593	623	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	5.0	5.0	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	5.0	5.0	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	594	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.32	0.33	0.00	0.03	0.37	0.37	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	714	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.7	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.4	1.4	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		960			1232			5			3	
Approach Delay, s/veh		0.5			1.4			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		7.0		2.3				
Green Ext Time (p_c), s	0.0	7.8		0.0		11.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			1.2									
HCM 6th LOS			A									

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	124	10	28	101	66	6	319	39	50	166	15
Future Vol, veh/h	20	124	10	28	101	66	6	319	39	50	166	15
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	135	11	30	110	72	7	347	42	54	180	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	12.1	16.5	12.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	22%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	6%	34%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	364	154	195	231
LT Vol	6	20	28	50
Through Vol	319	124	101	166
RT Vol	39	10	66	15
Lane Flow Rate	396	167	212	251
Geometry Grp	1	1	1	1
Degree of Util (X)	0.6	0.286	0.347	0.401
Departure Headway (Hd)	5.457	6.147	5.896	5.752
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	579	604	620
Service Time	3.528	4.238	3.982	3.834
HCM Lane V/C Ratio	0.603	0.288	0.351	0.405
HCM Control Delay	16.5	11.7	12.1	12.7
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4	1.2	1.5	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	567	42	100	589	110	21	187	45	141	431	106
Future Volume (veh/h)	87	567	42	100	589	110	21	187	45	141	431	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	616	46	109	640	120	23	203	49	153	468	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	1727	129	374	1539	288	285	233	56	379	397	337
Arrive On Green	0.52	0.52	0.52	0.17	0.17	0.17	0.16	0.16	0.16	0.21	0.21	0.21
Sat Flow, veh/h	706	3352	250	773	2987	559	1781	1456	351	1781	1870	1585
Grp Volume(v), veh/h	95	326	336	109	380	380	23	0	252	153	468	115
Grp Sat Flow(s),veh/h/ln	706	1777	1825	773	1777	1770	1781	0	1807	1781	1870	1585
Q Serve(g_s), s	12.6	13.1	13.1	15.4	22.9	23.0	1.3	0.0	16.3	8.9	25.5	7.4
Cycle Q Clear(g_c), s	35.6	13.1	13.1	28.5	22.9	23.0	1.3	0.0	16.3	8.9	25.5	7.4
Prop In Lane	1.00		0.14	1.00		0.32	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	288	915	940	374	915	912	285	0	289	379	397	337
V/C Ratio(X)	0.33	0.36	0.36	0.29	0.42	0.42	0.08	0.00	0.87	0.40	1.18	0.34
Avail Cap(c_a), veh/h	288	915	940	374	915	912	379	0	384	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	17.3	17.3	41.9	33.7	33.7	42.9	0.0	49.2	40.7	47.2	40.1
Incr Delay (d2), s/veh	3.0	1.1	1.1	1.9	1.3	1.3	0.1	0.0	15.5	0.7	103.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.6	5.7	3.4	11.3	11.3	0.6	0.0	8.6	4.0	23.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	18.4	18.3	43.8	35.0	35.0	43.0	0.0	64.7	41.4	150.4	40.7
LnGrp LOS	C	B	B	D	C	D	D	A	E	D	F	D
Approach Vol, veh/h		757			869			275			736	
Approach Delay, s/veh		20.4			36.1			62.9			110.6	
Approach LOS		C			D			E			F	

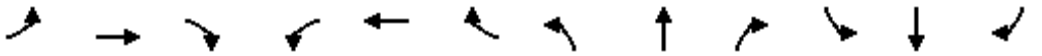
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.3		23.7		66.3		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		30.5		18.3		37.6		27.5				
Green Ext Time (p_c), s		6.1		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			55.2									
HCM 6th LOS			E									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	666	56	255	788	93	204
Future Volume (veh/h)	666	56	255	788	93	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	724	61	277	857	101	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1800	152	463	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3411	279	1781	3647	1781	1585
Grp Volume(v), veh/h	388	397	277	857	101	222
Grp Sat Flow(s),veh/h/ln	1777	1820	1781	1777	1781	1585
Q Serve(g_s), s	23.2	23.2	8.5	0.0	5.4	14.6
Cycle Q Clear(g_c), s	23.2	23.2	8.5	0.0	5.4	14.6
Prop In Lane		0.15	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	964	987	463	2384	453	403
V/C Ratio(X)	0.40	0.40	0.60	0.36	0.22	0.55
Avail Cap(c_a), veh/h	964	987	531	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	32.0	32.1	11.7	0.0	35.4	38.8
Incr Delay (d2), s/veh	1.2	1.1	1.4	0.4	1.1	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	11.6	2.7	0.1	2.5	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.2	33.2	13.0	0.4	36.5	44.2
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	785			1134	323	
Approach Delay, s/veh	33.2			3.5	41.8	
Approach LOS	C			A	D	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		35.0	15.4	69.6		85.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		30.5	15.5	60.5		80.5
Max Q Clear Time (g_c+I1), s		16.6	10.5	25.2		2.0
Green Ext Time (p_c), s		0.9	0.4	5.7		7.7

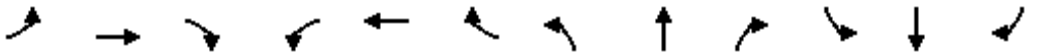
Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	810	47	118	658	86	64	45	171	116	52	236
Future Volume (veh/h)	121	810	47	118	658	86	64	45	171	116	52	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	880	51	128	715	93	70	49	186	126	57	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1886	109	359	2016	262	106	62	403	62	75	339
Arrive On Green	0.37	0.37	0.37	0.10	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	675	3414	198	1781	3162	411	228	246	1585	1145	296	1334
Grp Volume(v), veh/h	132	458	473	128	402	406	119	0	186	126	0	314
Grp Sat Flow(s),veh/h/ln	675	1777	1835	1781	1777	1796	474	0	1585	1145	0	1630
Q Serve(g_s), s	17.0	23.6	23.6	3.7	0.0	0.0	9.0	0.0	11.9	0.2	0.0	21.4
Cycle Q Clear(g_c), s	17.0	23.6	23.6	3.7	0.0	0.0	30.3	0.0	11.9	30.5	0.0	21.4
Prop In Lane	1.00		0.11	1.00		0.23	0.59		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	433	982	1014	359	1133	1145	168	0	403	62	0	414
V/C Ratio(X)	0.31	0.47	0.47	0.36	0.35	0.35	0.71	0.00	0.46	2.05	0.00	0.76
Avail Cap(c_a), veh/h	433	982	1014	430	1133	1145	168	0	403	62	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	24.3	24.3	12.3	0.0	0.0	50.7	0.0	37.8	60.0	0.0	41.3
Incr Delay (d2), s/veh	1.7	1.5	1.4	0.5	0.8	0.8	22.2	0.0	3.8	523.4	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	11.0	11.3	1.3	0.2	0.2	4.6	0.0	5.1	10.8	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	25.8	25.7	12.8	0.8	0.8	72.9	0.0	41.6	583.4	0.0	53.6
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1063			936			305			440	
Approach Delay, s/veh		25.5			2.4			53.8			205.3	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.2	74.8		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		32.3	5.7	25.6		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.9		0.0		6.2				

Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1011	0	24	967	11	0	0	0	2	0	12
Future Volume (veh/h)	8	1011	0	24	967	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1099	0	26	1051	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2249	0	353	2564	29	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	9	3540	0	1781	3599	41	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	591	517	0	26	519	544	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	19.7	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.4	19.7	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1233	1052	0	353	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.48	0.49	0.00	0.07	0.41	0.41	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1233	1052	0	466	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	10.8	0.0	7.9	7.0	7.0	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.4	0.0	0.1	1.0	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	7.1	0.0	0.2	5.2	5.5	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	12.2	0.0	7.9	8.0	7.9	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1108			1089			0			15	
Approach Delay, s/veh		12.0			8.0			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.4	82.6		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	21.7		2.9		16.2		0.0				
Green Ext Time (p_c), s	0.0	9.8		0.0		9.2		0.0				

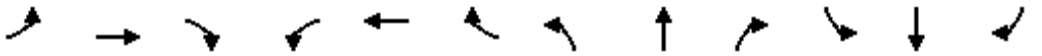
Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	75	18	31	74	31	2	180	13	42	376	14
Future Vol, veh/h	13	75	18	31	74	31	2	180	13	42	376	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	82	20	34	80	34	2	196	14	46	409	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.4	10.7	10.9	17.3
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	12%	23%	10%
Vol Thru, %	92%	71%	54%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	106	136	432
LT Vol	2	13	31	42
Through Vol	180	75	74	376
RT Vol	13	18	31	14
Lane Flow Rate	212	115	148	470
Geometry Grp	1	1	1	1
Degree of Util (X)	0.316	0.189	0.239	0.658
Departure Headway (Hd)	5.363	5.916	5.832	5.046
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	670	605	613	714
Service Time	3.403	3.97	3.883	3.078
HCM Lane V/C Ratio	0.316	0.19	0.241	0.658
HCM Control Delay	10.9	10.4	10.7	17.3
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.4	0.7	0.9	5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	641	28	73	496	154	40	317	115	104	161	81
Future Volume (veh/h)	169	641	28	73	496	154	40	317	115	104	161	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	697	30	79	539	167	43	345	125	113	175	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1687	73	332	1299	401	454	334	121	221	232	197
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.25	0.25	0.25	0.12	0.12	0.12
Sat Flow, veh/h	742	3471	149	728	2674	825	1781	1310	475	1781	1870	1585
Grp Volume(v), veh/h	184	357	370	79	357	349	43	0	470	113	175	88
Grp Sat Flow(s),veh/h/ln	742	1777	1843	728	1777	1722	1781	0	1785	1781	1870	1585
Q Serve(g_s), s	23.0	12.9	12.9	9.9	18.1	18.2	1.8	0.0	25.5	5.9	9.0	5.1
Cycle Q Clear(g_c), s	41.2	12.9	12.9	22.9	18.1	18.2	1.8	0.0	25.5	5.9	9.0	5.1
Prop In Lane	1.00		0.08	1.00		0.48	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	297	863	896	332	863	837	454	0	455	221	232	197
V/C Ratio(X)	0.62	0.41	0.41	0.24	0.41	0.42	0.09	0.00	1.03	0.51	0.75	0.45
Avail Cap(c_a), veh/h	297	863	896	332	863	837	454	0	455	454	477	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	16.5	16.5	37.1	29.2	29.2	28.4	0.0	37.3	41.0	42.3	40.6
Incr Delay (d2), s/veh	9.3	1.5	1.4	1.7	1.4	1.5	0.1	0.0	50.8	1.8	4.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.4	5.6	2.1	8.9	8.7	0.8	0.0	17.3	2.7	4.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	18.0	17.9	38.8	30.6	30.7	28.5	0.0	88.1	42.8	47.2	42.2
LnGrp LOS	D	B	B	D	C	C	C	A	F	D	D	D
Approach Vol, veh/h		911			785			513			376	
Approach Delay, s/veh		22.7			31.5			83.1			44.7	
Approach LOS		C			C			F			D	

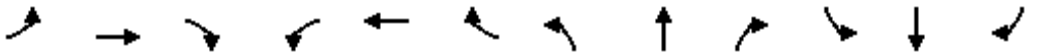
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.1		30.0		53.1		16.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		25.5		35.5		25.5				
Max Q Clear Time (g_c+I1), s		24.9		27.5		43.2		11.0				
Green Ext Time (p_c), s		3.8		0.0		0.0		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			40.6									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	803	69	148	561	102	400
Future Volume (veh/h)	803	69	148	561	102	400
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	873	75	161	610	111	435
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1861	160	369	2328	454	404
Arrive On Green	0.19	0.19	0.12	1.00	0.25	0.25
Sat Flow, veh/h	3405	284	1781	3647	1781	1585
Grp Volume(v), veh/h	468	480	161	610	111	435
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	23.5	23.5	3.7	0.0	5.0	25.5
Cycle Q Clear(g_c), s	23.5	23.5	3.7	0.0	5.0	25.5
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	999	1022	369	2328	454	404
V/C Ratio(X)	0.47	0.47	0.44	0.26	0.24	1.08
Avail Cap(c_a), veh/h	999	1022	435	2328	454	404
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	27.4	27.4	10.8	0.0	29.6	37.2
Incr Delay (d2), s/veh	1.4	1.4	0.8	0.3	1.3	66.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	11.8	1.2	0.1	2.3	17.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.8	28.8	11.6	0.3	30.9	103.9
LnGrp LOS	C	C	B	A	C	F
Approach Vol, veh/h	948			771	546	
Approach Delay, s/veh	28.8			2.6	89.1	
Approach LOS	C			A	F	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		30.0	9.3	60.7		70.0
Change Period (Y+Rc), s		4.5	3.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	9.5	52.5		65.5
Max Q Clear Time (g_c+I1), s		27.5	5.7	25.5		2.0
Green Ext Time (p_c), s		0.0	0.1	6.9		4.9

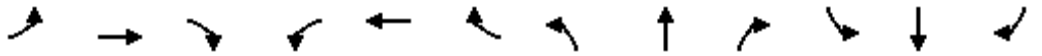
Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	769	138	416	606	85	5	5	21	82	166	118
Future Volume (veh/h)	114	769	138	416	606	85	5	5	21	82	166	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	836	150	452	659	92	5	5	23	89	180	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1490	267	502	1957	273	110	94	388	185	249	177
Arrive On Green	0.99	0.99	0.99	0.17	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	712	3010	540	1781	3132	437	230	382	1585	1382	1017	723
Grp Volume(v), veh/h	124	494	492	452	374	377	10	0	23	89	0	308
Grp Sat Flow(s),veh/h/ln	712	1777	1773	1781	1777	1792	612	0	1585	1382	0	1740
Q Serve(g_s), s	0.3	0.6	0.6	8.5	0.0	0.0	0.1	0.0	1.1	6.3	0.0	16.2
Cycle Q Clear(g_c), s	0.3	0.6	0.6	8.5	0.0	0.0	16.3	0.0	1.1	22.7	0.0	16.2
Prop In Lane	1.00		0.30	1.00		0.24	0.50		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	424	880	878	502	1111	1120	204	0	388	185	0	426
V/C Ratio(X)	0.29	0.56	0.56	0.90	0.34	0.34	0.05	0.00	0.06	0.48	0.00	0.72
Avail Cap(c_a), veh/h	424	880	878	502	1111	1120	204	0	388	185	0	426
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.3	0.3	0.3	16.8	0.0	0.0	29.7	0.0	28.9	45.1	0.0	34.6
Incr Delay (d2), s/veh	1.4	2.1	2.1	18.2	0.8	0.8	0.5	0.0	0.3	8.7	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	8.2	0.2	0.2	0.2	0.0	0.5	2.6	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.6	2.3	2.3	34.9	0.8	0.8	30.1	0.0	29.2	53.8	0.0	44.8
LnGrp LOS	A	A	A	C	A	A	C	A	C	D	A	D
Approach Vol, veh/h		1110			1203			33			397	
Approach Delay, s/veh		2.3			13.6			29.5			46.8	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		29.0	13.0	58.0		29.0		71.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		24.5	8.5	49.5		24.5		49.5				
Max Q Clear Time (g_c+I1), s		18.3	10.5	2.6		24.7		2.0				
Green Ext Time (p_c), s		0.0	0.0	9.9		0.0		5.6				

Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	882	0	15	1115	4	0	0	5	1	0	2
Future Volume (veh/h)	1	882	0	15	1115	4	0	0	5	1	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	959	0	16	1212	4	0	0	5	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2918	0	594	3270	11	0	19	16	53	0	10
Arrive On Green	1.00	1.00	0.00	0.02	0.90	0.90	0.00	0.00	0.01	0.01	0.00	0.01
Sat Flow, veh/h	0	3571	0	1781	3633	12	0	1870	1585	507	0	1015
Grp Volume(v), veh/h	515	445	0	16	593	623	0	0	5	3	0	0
Grp Sat Flow(s),veh/h/ln	1869	1617	0	1781	1777	1868	0	1870	1585	1523	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	5.0	5.0	0.0	0.0	0.3	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	5.0	5.0	0.0	0.0	0.3	0.2	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.01	0.00		1.00	0.33		0.67
Lane Grp Cap(c), veh/h	1601	1354	0	594	1599	1681	0	19	16	63	0	0
V/C Ratio(X)	0.32	0.33	0.00	0.03	0.37	0.37	0.00	0.00	0.32	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1601	1354	0	714	1599	1681	0	440	372	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.8	0.7	0.7	0.0	0.0	49.2	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.7	0.6	0.0	0.0	11.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.5	0.0	0.8	1.4	1.4	0.0	0.0	60.2	49.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	E	D	A	A
Approach Vol, veh/h		960			1232			5			3	
Approach Delay, s/veh		0.5			1.4			60.2			49.4	
Approach LOS		A			A			E			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	88.2		5.5		94.5		5.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5		67.5		23.5				
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.2		7.0		2.3				
Green Ext Time (p_c), s	0.0	7.8		0.0		11.5		0.0				

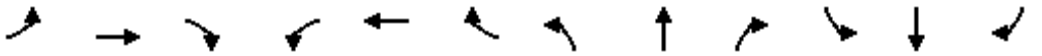
Intersection Summary												
HCM 6th Ctrl Delay			1.2									
HCM 6th LOS			A									

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	124	10	28	101	66	6	319	39	50	166	15
Future Vol, veh/h	20	124	10	28	101	66	6	319	39	50	166	15
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	135	11	30	110	72	7	347	42	54	180	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	12.1	16.5	12.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	13%	14%	22%
Vol Thru, %	88%	81%	52%	72%
Vol Right, %	11%	6%	34%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	364	154	195	231
LT Vol	6	20	28	50
Through Vol	319	124	101	166
RT Vol	39	10	66	15
Lane Flow Rate	396	167	212	251
Geometry Grp	1	1	1	1
Degree of Util (X)	0.6	0.286	0.347	0.401
Departure Headway (Hd)	5.457	6.147	5.896	5.752
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	579	604	620
Service Time	3.528	4.238	3.982	3.834
HCM Lane V/C Ratio	0.603	0.288	0.351	0.405
HCM Control Delay	16.5	11.7	12.1	12.7
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4	1.2	1.5	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	567	42	100	589	110	21	187	34	141	431	106
Future Volume (veh/h)	87	567	42	100	589	110	21	187	34	141	431	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	616	46	109	640	120	23	203	37	153	468	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1752	131	381	1561	292	272	235	43	379	397	337
Arrive On Green	0.52	0.52	0.52	0.17	0.17	0.17	0.15	0.15	0.15	0.21	0.21	0.21
Sat Flow, veh/h	706	3352	250	773	2987	559	1781	1539	281	1781	1870	1585
Grp Volume(v), veh/h	95	326	336	109	380	380	23	0	240	153	468	115
Grp Sat Flow(s),veh/h/ln	706	1777	1825	773	1777	1770	1781	0	1820	1781	1870	1585
Q Serve(g_s), s	12.5	12.9	12.9	15.3	22.9	22.9	1.3	0.0	15.5	8.9	25.5	7.4
Cycle Q Clear(g_c), s	35.4	12.9	12.9	28.2	22.9	22.9	1.3	0.0	15.5	8.9	25.5	7.4
Prop In Lane	1.00		0.14	1.00		0.32	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	294	928	954	381	928	925	272	0	277	379	397	337
V/C Ratio(X)	0.32	0.35	0.35	0.29	0.41	0.41	0.08	0.00	0.86	0.40	1.18	0.34
Avail Cap(c_a), veh/h	294	928	954	381	928	925	379	0	387	379	397	337
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	16.8	16.8	41.2	33.2	33.2	43.7	0.0	49.6	40.7	47.2	40.1
Incr Delay (d2), s/veh	2.9	1.0	1.0	1.8	1.3	1.3	0.1	0.0	13.7	0.7	103.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.5	5.6	3.4	11.2	11.2	0.6	0.0	8.1	4.0	23.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	17.8	17.8	43.0	34.4	34.5	43.8	0.0	63.4	41.4	150.4	40.7
LnGrp LOS	C	B	B	D	C	C	D	A	E	D	F	D
Approach Vol, veh/h		757			869			263			736	
Approach Delay, s/veh		19.8			35.5			61.7			110.6	
Approach LOS		B			D			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.2		22.8		67.2		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		55.5		25.5		55.5		25.5				
Max Q Clear Time (g_c+I1), s		30.2		17.5		37.4		27.5				
Green Ext Time (p_c), s		6.1		0.8		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	666	57	255	788	93	204
Future Volume (veh/h)	666	57	255	788	93	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	724	62	277	857	101	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1797	154	462	2384	453	403
Arrive On Green	0.18	0.18	0.18	1.00	0.25	0.25
Sat Flow, veh/h	3406	284	1781	3647	1781	1585
Grp Volume(v), veh/h	388	398	277	857	101	222
Grp Sat Flow(s),veh/h/ln	1777	1819	1781	1777	1781	1585
Q Serve(g_s), s	23.2	23.2	8.5	0.0	5.4	14.6
Cycle Q Clear(g_c), s	23.2	23.2	8.5	0.0	5.4	14.6
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	964	987	462	2384	453	403
V/C Ratio(X)	0.40	0.40	0.60	0.36	0.22	0.55
Avail Cap(c_a), veh/h	964	987	530	2384	453	403
HCM Platoon Ratio	0.33	0.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	32.1	32.1	11.7	0.0	35.4	38.8
Incr Delay (d2), s/veh	1.2	1.1	1.4	0.4	1.1	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	11.7	2.7	0.1	2.5	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.2	33.2	13.1	0.4	36.5	44.2
LnGrp LOS	C	C	B	A	D	D
Approach Vol, veh/h	786			1134	323	
Approach Delay, s/veh	33.2			3.5	41.8	
Approach LOS	C			A	D	

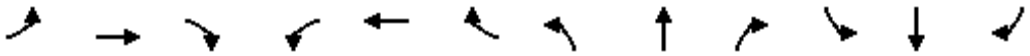
Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	35.0	15.4	69.6	85.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	30.5	15.5	60.5	80.5
Max Q Clear Time (g_c+I1), s	16.6	10.5	25.2	2.0
Green Ext Time (p_c), s	0.9	0.4	5.7	7.7

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	810	47	118	658	86	64	45	171	116	52	236
Future Volume (veh/h)	121	810	47	118	658	86	64	45	171	116	52	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	880	51	128	715	93	70	49	186	126	57	257
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1886	109	359	2016	262	106	62	403	62	75	339
Arrive On Green	0.37	0.37	0.37	0.10	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	675	3414	198	1781	3162	411	228	246	1585	1145	296	1334
Grp Volume(v), veh/h	132	458	473	128	402	406	119	0	186	126	0	314
Grp Sat Flow(s),veh/h/ln	675	1777	1835	1781	1777	1796	474	0	1585	1145	0	1630
Q Serve(g_s), s	17.0	23.6	23.6	3.7	0.0	0.0	9.0	0.0	11.9	0.2	0.0	21.4
Cycle Q Clear(g_c), s	17.0	23.6	23.6	3.7	0.0	0.0	30.3	0.0	11.9	30.5	0.0	21.4
Prop In Lane	1.00		0.11	1.00		0.23	0.59		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	433	982	1014	359	1133	1145	168	0	403	62	0	414
V/C Ratio(X)	0.31	0.47	0.47	0.36	0.35	0.35	0.71	0.00	0.46	2.05	0.00	0.76
Avail Cap(c_a), veh/h	433	982	1014	430	1133	1145	168	0	403	62	0	414
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	24.3	24.3	12.3	0.0	0.0	50.7	0.0	37.8	60.0	0.0	41.3
Incr Delay (d2), s/veh	1.7	1.5	1.4	0.5	0.8	0.8	22.2	0.0	3.8	523.4	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	11.0	11.3	1.3	0.2	0.2	4.6	0.0	5.1	10.8	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	25.8	25.7	12.8	0.8	0.8	72.9	0.0	41.6	583.4	0.0	53.6
LnGrp LOS	C	C	C	B	A	A	E	A	D	F	A	D
Approach Vol, veh/h		1063			936			305			440	
Approach Delay, s/veh		25.5			2.4			53.8			205.3	
Approach LOS		C			A			D			F	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		35.0	10.2	74.8		35.0		85.0				
Change Period (Y+Rc), s		4.5	4.5	8.5		4.5		8.5				
Max Green Setting (Gmax), s		30.5	10.5	61.5		30.5		76.5				
Max Q Clear Time (g_c+I1), s		32.3	5.7	25.6		32.5		2.0				
Green Ext Time (p_c), s		0.0	0.1	8.9		0.0		6.2				

Intersection Summary												
HCM 6th Ctrl Delay			49.6									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1011	0	24	967	11	0	0	0	2	0	12
Future Volume (veh/h)	8	1011	0	24	967	11	0	0	0	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1099	0	26	1051	12	0	0	0	2	0	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	2249	0	353	2564	29	0	397	337	59	20	292
Arrive On Green	0.65	0.65	0.00	0.02	0.71	0.71	0.00	0.00	0.00	0.21	0.00	0.21
Sat Flow, veh/h	9	3540	0	1781	3599	41	0	1870	1585	119	92	1374
Grp Volume(v), veh/h	591	517	0	26	519	544	0	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1847	1617	0	1781	1777	1863	0	1870	1585	1585	0	0
Q Serve(g_s), s	0.0	19.7	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	19.4	19.7	0.0	0.5	14.2	14.2	0.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.02		0.00	1.00		0.02	0.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	1233	1052	0	353	1266	1327	0	397	337	371	0	0
V/C Ratio(X)	0.48	0.49	0.00	0.07	0.41	0.41	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1233	1052	0	466	1266	1327	0	397	337	371	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.7	10.8	0.0	7.9	7.0	7.0	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.4	0.0	0.1	1.0	0.9	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	7.1	0.0	0.2	5.2	5.5	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	12.2	0.0	7.9	8.0	7.9	0.0	0.0	0.0	37.8	0.0	0.0
LnGrp LOS	B	B	A	A	A	A	A	A	A	D	A	A
Approach Vol, veh/h		1108			1089			0			15	
Approach Delay, s/veh		12.0			8.0			0.0			37.8	
Approach LOS		B			A						D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.4	82.6		30.0		90.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	70.5		25.5		85.5		25.5				
Max Q Clear Time (g_c+I1), s	2.5	21.7		2.9		16.2		0.0				
Green Ext Time (p_c), s	0.0	9.8		0.0		9.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	75	18	31	74	31	2	180	13	41	376	14
Future Vol, veh/h	13	75	18	31	74	31	2	180	13	41	376	14
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	82	20	34	80	34	2	196	14	45	409	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	10.7	10.9	17.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	12%	23%	10%
Vol Thru, %	92%	71%	54%	87%
Vol Right, %	7%	17%	23%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	106	136	431
LT Vol	2	13	31	41
Through Vol	180	75	74	376
RT Vol	13	18	31	14
Lane Flow Rate	212	115	148	468
Geometry Grp	1	1	1	1
Degree of Util (X)	0.315	0.189	0.239	0.656
Departure Headway (Hd)	5.358	5.911	5.828	5.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	670	605	615	717
Service Time	3.401	3.964	3.877	3.076
HCM Lane V/C Ratio	0.316	0.19	0.241	0.653
HCM Control Delay	10.9	10.3	10.7	17.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.3	0.7	0.9	4.9